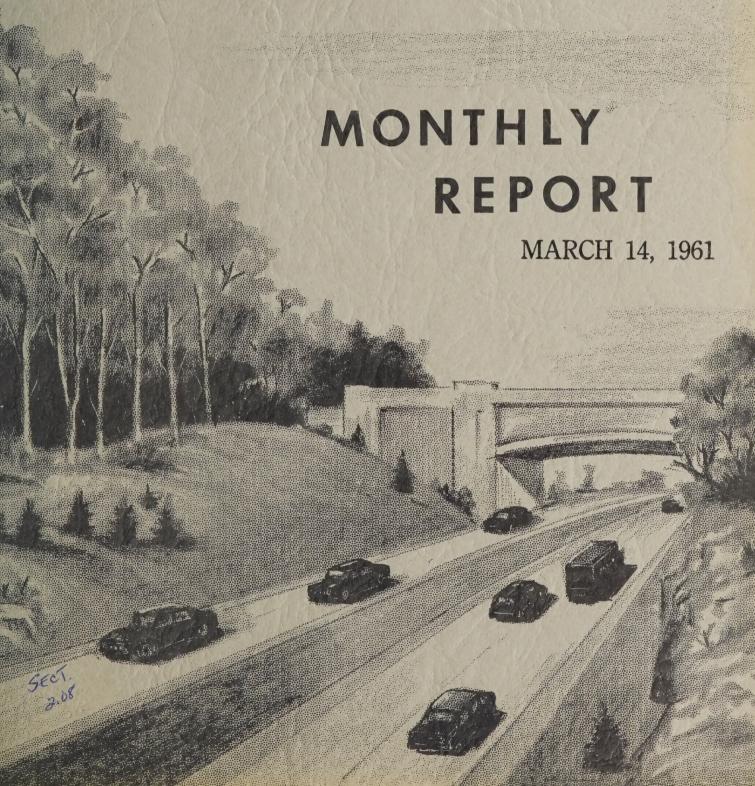
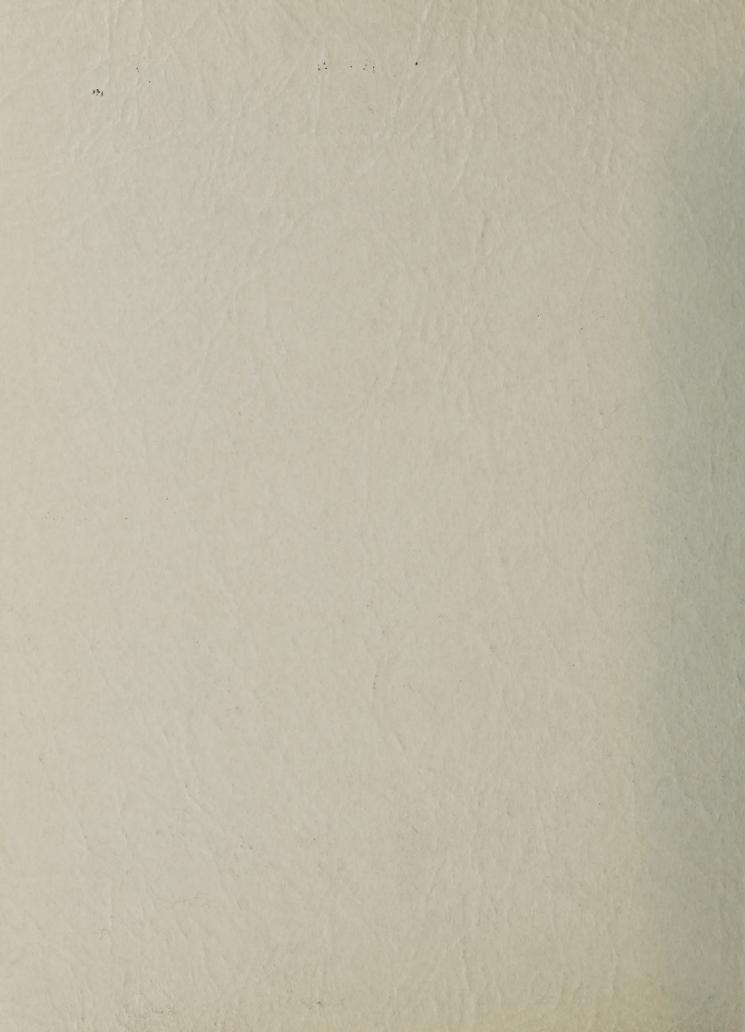
STATE HIGHWAY DEPARTMENT





TRANSPORTATION STUDIES

Our Department's study of transportation in the Newark area has now reached an advanced stage with engineering forces working on the development of both highway and mass transit system layouts for Newark.

The preparation of a report covering all phases of the study is now in a preliminary stage of completion as the result of a meeting held with the Federal Bureau of Public Roads' representatives that reviewed the general format of the report.

The northeastern New Jersey transportation study, to be undertaken by the Department in conjunction with the Bureau of Public Roads and eight individual counties that make up the northeastern part of the State, is now in an advanced organizational state.

As of this date the form of agreement to be entered into by each of the participating counties has been approved by the Washington office of the Bureau of Public Roads and work on the drafting of a preliminary organization chart is underway. Upon its completion the agreement will be ready for approval by the eight individual counties.

RECRUITMENT AND TRAINING

During the past month recruitment visits were made to four principal colleges in the metropolitan area and 27 young men who will graduate this coming June with degrees in civil engeering were interviewed

*

RECRUITMENT AND TRAINING, cont'd.

and invitations extended for them to visit our central office here before any firm commitments are made.

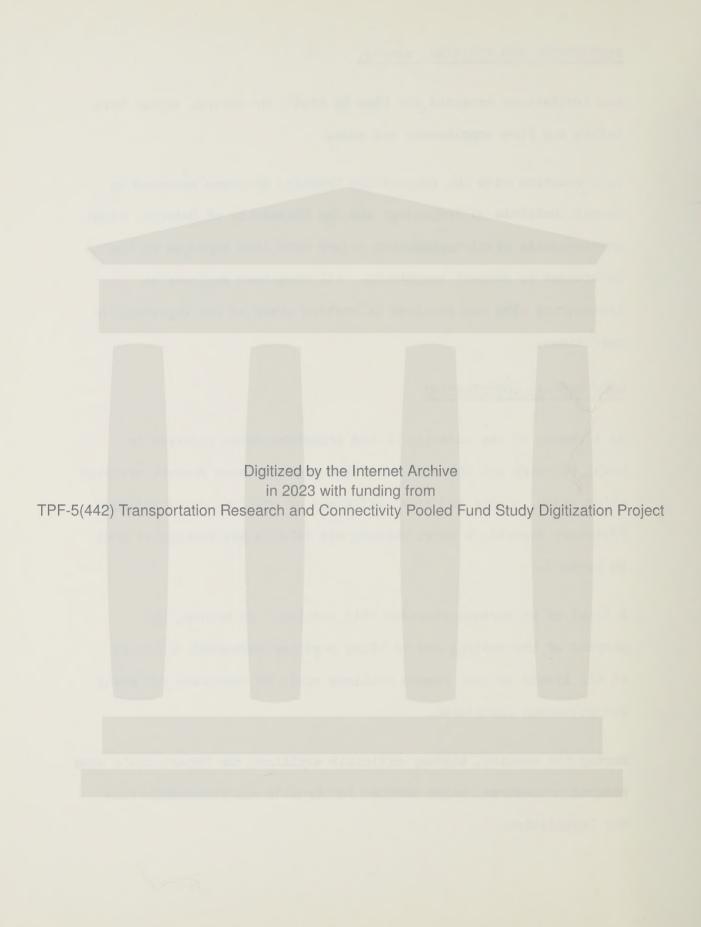
In connection with the cooperative training programs operated by Drexel Institute of Technology and the University of Detroit, eight undergraduate civil engineering majors have been employed by the Department as student assistants. All have been employed as engineering aids and assigned in various areas of the Department's operations.

SNOW REMOVAL COORDINATION

As a result of the severity of the snowstorm which occurred in early February and the success of the previous snow removal meetings which state, county and local officials of critical areas attended, (February Report), a third meeting was held in the Borough of Lodi on March 8.

A total of 95 persons attended this meeting. As before, the purpose of the meeting was to bring together concerned officials at all levels so that common problems could be discussed and means for solutions instituted.

During the meeting, Highway officials explained the Department's snow removal procedures, major sources for trouble and recommendations for legislation.



SNOW REMOVAL COORDINATION, cont'd.

During the open discussion period many constructive suggestions and recommendations were received from the floor and widespread support for legislation was evidenced.

NEW BROCHURE

On March 5 the Department made initial distribution of a new brochure that covered the broad picture of the highway needs of New Jersey, their major contributing causes and the problems that we have in relation to highway design and construction within the State.

This brochure was a pocket-sized revision of previous material provided to the New Jersey Congressional Delegation and members of the Special Investigating Committee of the House of Representatives.

A copy of the brochure, entitled PLANNING, DESIGNING, PRODUCING FOR NEW JERSEY HIGHWAY NEEDS, is included in this report. First distribution was made at the 59th Annual Convention of the American Road Builders Association in Atlantic City March 5th through 8th. It was incorporated in the Department's display at the convention. A photograph of this display is included in this report.

GREEN SERGEANTS BRIDGE

The Department received bids this month for reconstruction of New Jersey's last remaining covered bridge at Sergeantsville, Hunterdon County.

GREEN SERGEANTS BRIDGE, cont'd.

Restoration of the historic 200-year old structure across Wickeckeoke Creek will climax months of efforts by state and local officials and the Green Sergeants Covered Bridge Association.

The overall contract will include, in addition to restoration of the structure, the construction of a new conventional fieldstone bridge immediately adjacent to it. Each bridge will carry one-way traffic.

When completed the covered bridge will be 85 feet long, provide a roadway 12-feet wide capable of carrying 20-ton vehicles, and have a vertical clearance between roadway and roof of 12.5 feet.

The Department has salvaged the old bridge trusses and enough of the original red cedar lumber to rebuild one side of the superstructure. The balance will be built with new materials that will be made to correspond with the original. The entire structure will be painted white.

INTERSTATE ROUTE STATUS

The Department this month initiated what is to be a regular quarterly report on the status of Interstate routes in New Jersey. The total distribution of each issue will amount to approximately 700 copies

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Anterior and relations

INTERSTATE ROUTE STATUS, cont'd.

which will go to key federal, state, county and local government officials, all segments of the New Jersey and nearby press, as well as organizations and individuals interested in the highway movement and various trade publications.

Dated March 1, 1961, the booklet shows a total of 95 miles of the Interstate System now in actual use, more than 40 additional miles under construction, construction plans underway for an additional 91 miles and alignment studies underway on 71.6 miles.

A copy of the booklet is included in this report. It is expected that the format of the booklet will undergo some change in future publications.

CONSTRUCTION

The Department's construction activities of the past month were highlighted by the opening of additional lanes of Interstate Route 80S in the vicinity of Camden, and the advertisement for bids on two new Interstate Route 80 (Bergen-Passaic Expressway) contracts. As of March 1, 1961, the Department had a total of 49 projects underway representing a total of \$106 million.

Interstate Route 80S - Two new northbound express lanes on Interstate Route 80S in Camden County were open to traffic March 13.



CONSTRUCTION, cont'd.

Interstate Route 80S - The new lanes were part of a widening project that added four lanes to the original 6-lane freeway. The corresponding two new lanes for southbound traffic were opened last November.

The 10-lane section of superhighway extends from the Walt Whitman Bridge 2.7 miles southward to Mt. Ephraim Borough where it joins the Route 42 Freeway and a near completed section of Interstate Route 295.

Interstate Route 80 - Additional progress on Interstate Route 80 (Bergen-Passaic Expressway) was shown this month in the advertisement for bids on two contracts, one for the demolition of 91 buildings within a mile-long stretch in Paterson and another for building the superstructure of the freeway's 1,800-foot long bridge over the Hackensack River and some commercial properties and railroads adjacent to each river bank.

The Paterson demolition project is being undertaken to eliminate potential fire and health hazards represented by vacated buildings that have been purchased by the Department.

The demolition project will clear the way for constructing a portion of the superhighway between Route 20 and Vernon Avenue in the near future.



CONSTRUCTION, cont'd.

Interstate Route 80 - The Hackensack River Bridge superstructure will be the second of a contract series of three aimed at producing a completed structure.

The bridge is within the 6-mile stretch of Interstate Routes 80 and 95 which will make up the Bergen-Passaic Expressway between the George Washington Bridge and Route 17 in Lodi that is now being pushed for completion by 1962 by the Department.

The steel superstructure will be placed on foundations now being constructed under a \$2.7 million contract awarded early in January. A third contract will provide for construction of the bridge's concrete roadway deck.

WEED CONTROL PROGRAM

Advanced preparations for controlling weed growth along state highways showed this month in the form of receipt of bids on contracts for spraying weed killing chemicals along 1,015 miles of state highways.

Previous weed control programs have reduced the need for mowing operations by thirty to fifty per cent. Through a "three shot" program that requires spraying in April, June and August, the Department hopes to achieve a sixty per cent reduction in its mowing operations. Hay fever sufferers will be among those benefiting through the control and elimination of many allergy-causing weeds, while on the aesthetic side other less tangible benefits will be derived.



ROUTE 22 IMPROVEMENTS

As a forerunner to new safety improvements planned for Route U.S. 22 the Department scheduled a public hearing this month for those interested in the section of the Route in Bridgewater, Bound Brook and Green Brook.

At the hearing the Department's engineers will outline plans for extending the Route's concrete center barrier another 4.2 miles westward from its present westerly end at Washington Avenue in Green Brook Township to Thompson Avenue in Bridgewater Township.

The completion of this phase of the improvement will provide U.S. 22 with 18 miles of continuous concrete center barrier from Newark westerly, with the exception of a 2.3-mile section in Union and Springfield where a wide center island containing commercial enterprises exists.

Also to be outlined at the hearing will be plans for four new pairs of left turn "jughandles" to be located at Vosseler Avenue in Bridgewater and at Sebrings Mills Road, Cramer Avenue and Warrenville Road in Green Brook.

Another feature of the improvement plans to be discussed at the hearing will be resurfacing of the existing concrete roadway with bituminous concrete in order to improve the anti-skid safety factor as well as to level the riding surface.



ROUTE 18 IMPROVEMENTS

For the past several years the Department has engaged in improving existing Route 18 between Albany Street in New Brunswick and Old Bridge, and extending the Route easterly. The work has thus far resulted in converting the highway completely in the New Brunswick area to a semi-freeway design, and construction of a completely new overpass facility at Route 1 that provides for free traffic movement between Route 1, Route 18 and the New Jersey Turnpike.

Other construction has resulted in extending the Route 4.7 miles easterly in 1959 and 1960 at a total cost of \$1.2 million.

The Department has now scheduled a public hearing for late this month to outline our plans for the elimination of two dangerous and heavily traversed intersections of the Route in East Brunswick Township just west of South River. The two intersections are relatively close together but will require two completely separate facilities, one for Milltown Road and the other for Cranbury Road.



MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Feb. 14 - Met with PUC Commissioner Hyland re matters affecting New

Jersey railroads and other aspects of contracts related to

them.

Attended meeting of the New Jersey Freeholders Association at the Stacy Trent Hotel and reviewed the possibility of additional aid for county roads with the Association's Executive Committee.

- Feb. 16 In Atlantic City for meeting with Senator Farley and officials of the Chamber of Commerce and Hotelmen's Association of Atlantic City re the proposed Camden to Atlantic City Freeway.
- Feb. 17 Senator O'Mara and his associates of the Pennsylvania

 Railroad visited us to discuss sharing costs of advance

 warning signs on highways.

Met with Mayor Pierce of Camden re highway and rapid transit matters in the Camden area.

Feb. 20 - Met with our consulting engineers in Newark to review proposals concerning the Essex East-West Freeway and the Garden State Parkway.



MEETINGS, contid.

Feb. 20 - Reviewed Camden area highway and property matters with Senator Cowgill.

Reviewed regional planning in the greater New York area at meeting with Dr. Mitchell, a representative of New York's Mayor Wagner.

- March 1 Meeting at the Essex House, Newark, with a group of city
 and industrial leaders re transportation planning program
 of that area which is to be in final form by May 1.
- March 2 Luncheon meeting with Railway Trainmen for discussion of issues in connection with New Jersey transportation.

Meeting with Mr. James Felt, Planning Coordinator for New York Mayor Wagner, to review his program.

- March 6 Attended New Jersey Legislature's Joint Appropriations

 Committee hearing.
- March 7 Reviewed Interstate Route 78 plans through the Union,

 Hillside, Irvington and Newark area with our consulting

 engineers.

Meeting at the Essex Club with Governor Meyner and others regarding Hudson & Manhattan-World Trade Center legislation.



MEETINGS, cont'd.

March 8 - Meeting with Mr. Perry Shoemaker, Vice-Chairman of the

Erie-Lackawanna Railroad re plans of Gibbs and Hill

aimed at advancement and improvement of Erie-Lackawanna

service.

Met with Paterson officials re Route 21, the proposed Paterson peripheral highway and bridges. Senator Grossi attended the meeting with the Forward Paterson Group.

March 9 - Senator Fox met with us to discuss the program of legislation (S-102) to implement construction of the Essex East-West Freeway.

Was visited by Mr. William Sternkopf, new Turnpike Authority Commissioner, (orientation meeting).

Senator Haines met with us for review of Herrick Act allocations in his county. An agreeable distribution of items was arrived at except in one instance which was held in abeyance.

- March 10 Met in Union City with Assemblyman Musto and local officials

 for signing of air rights contract that will permit develop
 ment of Union City ratables.
- March 13 Visited by Senator Connery and a constituent regarding planning and industrial development which might be augmented by highway adjustments to be considered in our future program.



BIDS RECEIVED

Feb. 23 -	River Street Construction Little Ferry and Hackensack Bergen County. P.T. & L. Construction Co., Paramus	\$ 463 , 095 . 20
Feb. 23	Bridge Painting - Contract #2 Bridge over Passaic River Kearny and Newark Hudson and Essex Counties. J.I. Hass Company, Jersey City	51,lili0.00
Mar. 2 -	Route 17 - Ridgewood Avenue Interchange and Island Closings Paramus, Bergen County. Samuel Braens' Sons, Hawthorne	658,652.95
Mar. 9 -	Weed Spray - Chemical Spray Treatment Contract "North" Farm Harvesting Co., Whippany	13,468.35
Mar. 9 -	Weed Spray - Chemical Spray Treatment Contract "South" Farm Harvesting Co., Whippany	19,334.25
Mar. 14 -	Covered Bridge and new stone bridge Hunterdon County J.F. Chapman and Son, Hillside	69,468.00
	Total Bids Received	\$ 1,275,458.75



CONTRACTS AWARDED

March 2 - N. J. State College at Paterson Grading and Paving Parking Area Wayne Township, Passaic County Central Construction Co., Clark

\$ 66,995.96

March 4 - Bridge Painting - Contract #2
Bridge carrying Route 1 Truck over
Passaic River.
Kearny & Newark, Hudson & Essex Counties.
J.I. Hass Company, Jersey City

51,440.00

Total Contracts Awarded

\$ 118,435.96



BIDS TO BE RECEIVED

- Mar. 16 Interstate Route 80 Superstructure
 Hackensack River Bridge
 Hackensack and Ridgefield Park Township
 Bergen County.
- Mar. 16 Gooseneck Bridge over Shrewsbury River and Approaches.

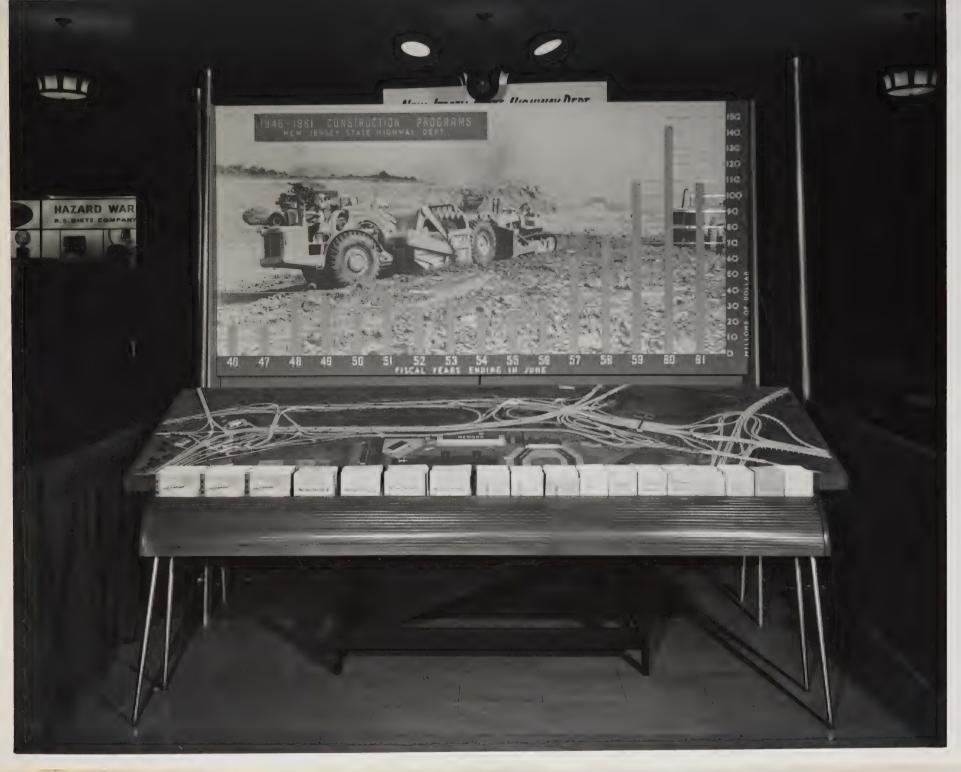
 Oceanport and Little Silver

 Monmouth County.
- Mar. 16 White Painted Inside and Outside Edge Traffic Lines Contract "North"
- Mar. 16 White Painted Inside and Outside Edge Traffic Lines Contract "South"
- Mar. 17 Interstate Route 80

 Demolition of Buildings
 Paterson, Passaic County.
- Mar. 28 Route 7 Resurfacing
 Second River Bridge to Center Street
 Belleville, Nutley and Newark
 Essex County.
- Mar. 28 Route U.S. 206
 Drainage Construction
 Stanhope, Sussex County.
- Mar. 28 Route 50

 Bridge and Approaches at Cedar Swamp Creek
 Upper Township, Cape May County.
- Mar. 30 Haddon Avenue Construction Camden - Collingswood Camden County.
- Mar. 30 Route U. S. 46
 Parsippany-Troy Hills
 Morris County.





State Highway Department exhibit at the 59th Annual Convention of the American Road Builders' Association - Atlantic City - March 5-8.



W JERSEY NEEDS

DEPARTMENT

WAY



• planning
• designing
• producing
for NEW JERSEY
HIGHWAY NEEDS

NEW JERSEY STATE HIGHWAY DEPARTMENT



PREFACE

This brochure provides a broad picture of the highway needs of New Jersey, their major contributing causes and the problems that are attendant to highway design and construction within the State. Also, it sets forth significant policies and practices that are executed in order to assure safe highways adequate for New Jersey's anticipated 1975 traffic loads and volumes.

NEW JERSEY STATE HIGHWAY DEPARTMENT Dwight R. G. Palmer, Commissioner Otto H. Fritzsche, State Highway Engineer

January, 1961

A continuing study of the New Jersey State Highway Department's master plan of 1947 has developed that 821 miles of new freeways, dualization or widening of more than 900 miles of existing State highways, and numerous intersection revisions and miles of resurfacing would be required to bring the State Highway System into line with anticipated 1975 needs. The cost was estimated in excess of \$2-3/4 billions. Production of plans and specifications has been stepped up from an undertaking of \$30 million worth of projects a year (a 10-year pre-1956 average) to that needed to put \$140 million of work under contract annually. Construction plans representing another \$500 million in projects are also well advanced on the drawing boards. In order that each year's construction will bring maximum immediate results, emphasis is placed on building sections of new Freeways where they are needed now rather than attempting end-to-end completion of any one new route. Also, widenings and dualizations move in progressive steps outward from population, industrial and resort centers.



Historically, New Jersey's geographical position has cast it in the role of a natural corridor for travel between the greatest industrial and resort centers of eastern United States. The pattern was first set in pre-Colonial days when American Indians ranged seasonally across the state in journeys between their winter hunting grounds in Pennsylvania and western New York and New Jersey's coastal fishing grounds. Early development of New York City and Philadelphia as principal ports on the Atlantic Seaboard firmly established the north-south travel corridor in Colonial days. Later development of industrial centers in the Great Lakes area brought a continuing growth of east-west traffic as overland transportation began to flow between there and New York City. Added to these volumes of industrial and commercial traffic across New Jersey have been the vehicles carrying growing numbers of pleasure seekers shuttling between Florida and New England resort centers as well as the New Jersey coast vacation areas.

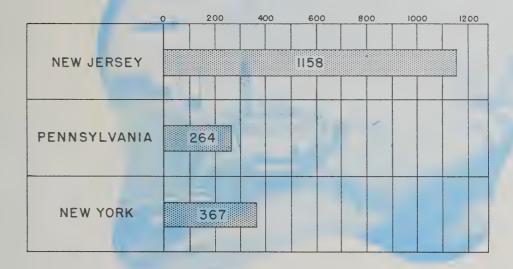
NEW JERSEY IS A CORRIDOR STATE



Along with the huge volumes of interstate traffic funneling across New Jersey daily is an even greater number of vehicles traveling from point to point within the state. This is the natural result of the fact that New Jersey is at the center of the greatest concentration of population in the Western Hemisphere. The state's area of about 7,500 square miles makes it the fifth smallest state in the Union, exceeding in size only Rhode Island, Delaware, Connecticut and Hawaii. However, within New Jersey reside 5,740,000 persons, forming the most densely populated state in the Union. Our nearly 6 million persons drive more than two million motor vehicles and account for 80 percent of all our traffic. In some areas of New Jersey the ratio of vehicle ownership to population appreciably exceeds the national average of 2.6 persons per vehicle. The highest ratio of vehicles to population occurs in Ocean County, where there is one vehicle registered for every 1.78 residents.

REGISTRATIONS PER MILE OF PRIMARY HIGHWAYS

NEW JERSEY-PENNSYLVANIA-NEW YORK



SUREAU OF PUBLIC ROADS HISHWAY STATISTICS 1956 The New Jersey state highway system is approximately 1,850 miles in length. Although it comprises only six percent of the total road and street mileage in the state, it must accommodate more than 33 percent of all motor vehicle travel. This travel is now in excess of 23 billion miles each year. As the result New Jersey highways enjoy the dubious honor of having the highest traffic density per mile in the nation, according to the latest published tabulations of the Federal Bureau of Public Roads. At some locations the average daily volumes encountered are more than 100 percent above design capacity, with peak volumes boosting this percentage differential even higher. Charts on the opposite page show the average daily traffic flowing through some of the major interchanges of the state highway system and the traffic density of New Jersey highways as compared to adjoining states. The following are a few of the high annual average daily traffic volumes found at other points on the system: Route U.S. 1, Fort Lee, 98,800; Route U.S. 1, Newark, 93,438; Route 3, Union City, 75,890; Route 30, Camden, 69,800; Route 444, Kenilworth, 65,580.

DENSITY OF TRAVEL PER MILE ON PRIMARY HIGHWAYS AVERAGE PER MILE

NEW JERSEY 10452

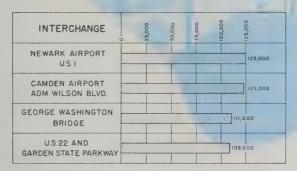
NEW YORK 2812

PENNSYLVANIA 3155

NATIONAL AVERAGE 2161

AVERAGE DAILY TRAFFIC ON NEW JERSEY HIGHWAYS

NEW JERSEY'S TRAFFIC IS 5 TIMES THE NATIONAL AVERAGE, 3 TIMES PENNSYLVANIA'S AND 3% TIMES NEW YORK'S



SUMMERS OF PUBLIC ROSES HIGHEST STATISTICS 1886 New Jersey's location between the largest industrial centers of the Eastern Seaboard and its relationship to the ports of New York and Philadelphia has resulted in our highways daily carrying large numbers of trucks devoted to interstate commerce. Also, if you were to draw a circle having mid-New Jersey as its center point and a 250 mile radius, you would find it included the greatest concentration of buying power in the world. A large proportion of the commodities that meet this buying power, that of an estimated 52 million people with a net effective buying income of 91 billion dollars, are transported within and through New Jersey to the buyers by heavy trucking. On a state-wide annual basis the Department finds that an average 20 percent of vehicles using the state highway system are trucks, and that at some points trucks constitute more than 50 percent of the traffic load.

ON NEW JERSEY HIGHWAYS I OUT OF 5 VEHICLES IS A TRUCK



AT SOME LOCATIONS THE RATIO IS I OUT OF 2



The New Jersey State Highway Department has long recognized effective highway design cannot be realized through application of identical standards to the entire length of the national highway system. Rather, dimensional and construction standards must be susceptible to some flexibility in order to cope with the varying conditions encountered in safety, service and durability requirements. Basic to a safe, long life and economical highway system is the design of roadway pavements. In New Jersey, all essentials are given due weight to insure roadways that reflect economy in construction with complete adequacy for the loads they must carry, and yet not be costly in their maintenance. To achieve this goal roadway foundations are determined with due consideration to terrain and sub-soil conditions after thorough analysis. Of prime consideration is the character and volume of traffic that will use the route. A basic yardstick is the performance record of pavements in the same area that have for many years been subjected to traffic loads similar to those which the new highway will have to service. In any event, whether for an interstate route or primary highway, the same procedure is followed in pavement design.

INTERSTATE FREEWAY PAVEMENTS ARE PROVEN DESIGN

REINFORCED CONCRETE PAVEMENT



BITUMINOUS CONCRETE PAVEMENT



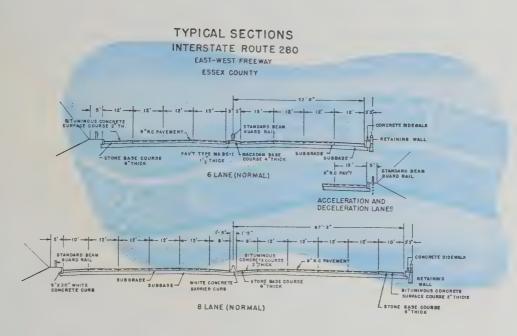
Where economically feasible, the design of New Jersey highways has for many years included wide center islands as a basic safety feature essential to the protection of our greatest natural resource, our human beings. State Highway Department traffic projections, concurred in by the Federal Bureau of Public Roads, indicate that by 1975 motor vehicle registrations in New Jersey will increase from 2.24 million to 3.68 million and that vehicle miles of travel will double. Concurrently, the percentage of total travel that must be accommodated on the State highway system will rise from the current 33 percent to 45 percent. These statistics point to the necessity of so designing our major traffic arteries that ultimate safety is provided and that the higher traffic volumes anticipated in the year 1975 will not be strangled. Examples of the dual benefits to be derived from wide center island design are to be found at several locations on the State highway system, one of the foremost is a 13-mile state-owned section of the Garden State Parkway where two new traffic lanes now occupy part of the former center island area.

WIDE CENTER ISLANDS AFFORD SAFETY AND PERMIT FUTURE HIGHWAY EXPANSION



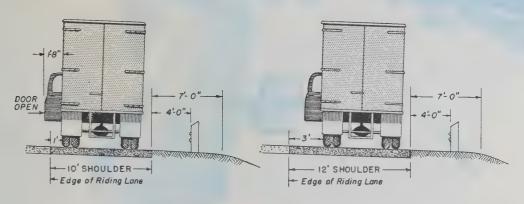


Approximately 42 percent of the total mileage of interstate freeways to be built in New Jersey will be located within highly developed residential or industrial urban areas. It is in these areas that every square foot of space to be occupied by a route must be limited if the problems of population and industrial displacement, tax ratable loss and other economics so vital to urban areas are to be kept within reasonable limits and in proper proportion. Full consideration of these important factors is observable in the multi-lane freeways designed for urban areas. This design is set only after exhaustive alignment studies by the Department and reviews of the various possibilities with the planners and other officials of each community through which these alignments will carry. All this long precedes the scheduling of the required public hearings. Although the end design still holds to traffic lanes of adequate width, positive separation by center barriers replace the wide center island and retaining walls substitute for long earth slopes that could not be economically justified.



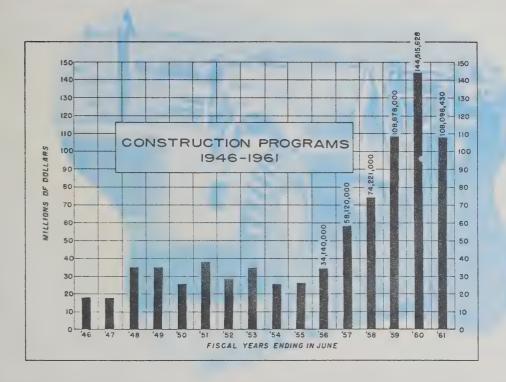
The State Highway Department has for many years focused upon all reasonable measures to ensure that safety be an outstanding feature of its design of modern highways. Where bridge piers are located in the center or medial strips between roadways their hazard to drivers is avoided by the installation of guard rails to deflect out-of-control vehicles. Where bridge abutments are positioned in close proximity to roadways they are similarly treated. Also to combat such accidents the Department a number of years ago reappraised its policy on roadway shoulders and has since embarked on a statewide program of widening all existing highway shoulders to 10 feet wherever possible, and a minimum of eight feet in all instances. For high-speed highways and those heavily traveled by truck traffic the State Highway Department finds that only hard-surfaced shoulders 12 feet wide can be considered safe for off-the-road emergency stops.

TO PROVIDE SAFE OFF THE ROAD STORAGE SPACE ON HIGH SPEED HIGHWAYS

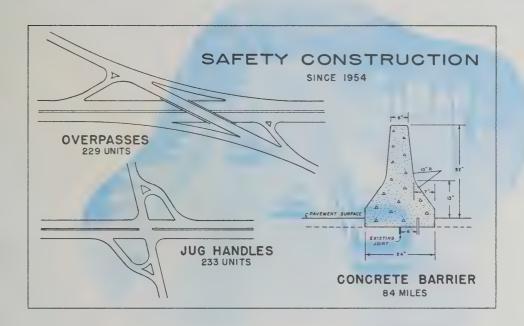


SEMI TRAILER AND TRUCK TRACTOR WIDTH 8'-0" - HEIGHT II-'0"- 12'-10"

Unlike highway departments in states having bond issues or dedicated funds to assure financial support for implementation of long term planning and construction programs, the New Jersey State Highway Department has always, fiscally speaking, been limited to annual appropriations denying its execution of projects that would require more than one year's budget allocation. When the federal-aid highway program expansion was effected in 1956, the New Jersey State Highway Department was staffed to produce an annual construction program of about \$30 million. To forestall production lag the Department was forced to employ a limited number of engineering firms of established reputation and ability to undertake design of the most difficult and highest priority interstate projects, which constituted less than half the total dollar value of interstate construction. This policy insured New Jersey becoming current with federal appropriations. Although some progress has been made in staff expansion, budgetary requirements and salary levels have limited any material progress in this direction.



Most of the arterial highways that must daily serve the heavy traffic demands in New Jersey were constructed in the early 1930's. Although their design included advanced engineering features that were to become the object of international study and adoption, with but few exceptions these highways had by 1954 become as outdated as the Model T's that first used them. In order to remedy this situation the New Jersey State Highway Department has for the past six years devoted the major portion of its annual primary and urban highway construction programs to increasing the safety and traffic capacity of these outmoded routes. In addition to providing new traffic lanes and more adequate lane widths, this overall program has resulted in the construction of more than 84 miles of center barriers to separate opposing directions of traffic, 229 overpasses to eliminate at-grade intersections, 233 jug-handles to do away with left turns from within main roadway limits, and 35 creeper lanes for use of slow-moving vehicles on steep grades. Further safety measures included painting reflecting white lines on the outer edges of all roadways and a complete revision of highway signs.



STATE HIGHWAY DEPARTMENT

As assurance that its organizational structure, practices, policies, procedures and equipment utilization were keeping pace with modern and effective procedures suited to its expanding operations, the New Jersey State Highway Department on its own initiative in 1957 instituted a series of internal reviews by nationally recognized consultants—all specialists in their particular fields. For example, each facet of our right of way operation was subjected to thorough scrutiny during 1957 by Right of Way & Legislative Consultants, Inc., of Washington, D.C. The accounting firm of Peat, Marwick, Mitchell & Co., of Newark, N.J., conducted a complete survey of our auditing and accounting methods starting in the second quarter of 1958. A completely independent review of the functional and organizational structure of the entire Department has been carried out by the staff of the Automotive Safety Foundation, Washington, D.C. This agency due to other commitments had to postpone for some 18 months undertaking our requested review, however, was able to conduct its investigation during the latter half of 1958 and into 1959. Early recommendations that resulted from each of these reviews have already been adopted, with others being further discussed or implemented for future adoption.

Bureau of Public Information

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Avenue

Trenton, New Jersey

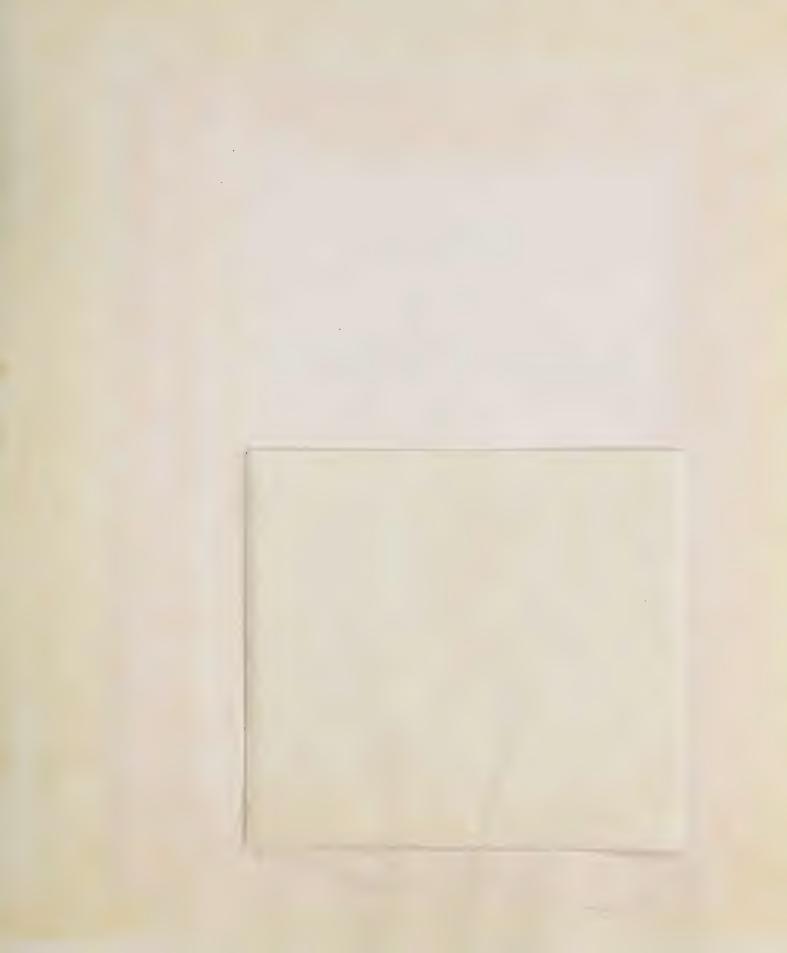
January, 1961

STATE OF NEW JERSEY

1664-1964

FOR THREE CENTURIES

PEOPLE PURPOSE PROGRESS





STATUS OF THE INTERSTATE ROUTES IN NEW JERSEY

NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Public Information

March 1, 1961

INTERSTATE HIGHWAYS-CURRENT STATUS

Route	Alignment Studies (miles underway)	Public Hearings (miles held)	Constn. Plans (miles underway)	Under Constn. (Project miles)	Complete (Project miles)	Open (Actual miles)
78	7.6	54.9	36.2	5.0	22.7	17.8
80	23.0	42.3	28.0	11.8	13.1	12.2
80S	2.9				2.7	3.7
95		4.9	was top with gath	5.5		40.7
278			-		COLUMN (AM AN	0.5
280	6.9	7.5			******	1.0
287	9.1	45.6	26.9	8.3	1.9	2.4
295 -	22.1	29.7		10.1	17.7	12.0
Ц95 .						3.6
680	00 F 00 00				(a) 40 (b) (c) .	1.1
	71.6	184.9	91.1	40.7.	58.1	95.0

INTERSTATE ROUTE 78 - FACT SHEET

Total Length: 66.2 miles

Estimated Cost: \$388.5 million

Overall Summary

Holland Tunnel to Newark (Airport-Turnpike) Newark Bay Extension of Turnpike to be utilized. Completed.	9.3 miles
Newark (Airport-Turnpike) to Springfield Public Hearing held 7/15/60.	7.6 miles
Springfield to Route 69 at Clinton Construction and right of way plans underway.	33.4 miles
Route 69 to Clinton Farms Construction completed (Clinton By-pass)	2.9 miles
Clinton Farms to Pattenburg Road (Open) Construction plans and right of way acquisition underway.	2.8 miles
Pattenburg Road to Bloomsbury Construction (grading and paving) underway.	4.9 miles
Bloomsbury to Still Valley (Route 22) Construction completed.	2.8 miles
Still Valley to Delaware River Cost estimate line only.	2.5 miles
TOTAL	66.2 miles

INTERSTATE ROUTE 78 - DETAILED SUMMARIES

Alignment Study:

rublic hearings:

Springfield to N. J. Turnpike 7.6

1/24/57 - Route 69 to Clinton Farms 1.7 miles 7/12/57 - Clinton Farms to Still Valley at Rte. 22 12.0 miles 3/19/58 - Hunterdon-Somerset line to Berkeley Heights, Diamond Hill Road 17.0 miles 3/31/58 - Rte. 69 to Hunterdon-Somerset line 9.9 miles 6/30/58 - Berkeley Heights to Springfield 6.7 miles 7/15/60 - Springfield to N.J. Turnpike, Newark Bay Extension 7.6 miles TOTAL 54.9 miles

Construction Plans Underway:

Springfield to Route 69

Clinton Farms to Pattenburg Road

2.8 miles

TOTAL

33.4 miles

INTERSTATE ROUTE 78 - DETAILED SUMMARIES

Under Construction	Cost	Actual and (Project) Miles
R.R. Bridges at Bloomsbury		
I. B. Miller Contracting Corp.	\$1,585,195	aan can can 1400 aan
Demolition, Troy Village Wm. N. Young & Co.	17,458	.l miles
Paving, Bloomsbury to Mulhockaway Cr (Jugtown Mountain) Yonkers Contracting Co.	eek 2,127,704	4.9 miles
TOTALS	\$3,730,357	5.0 miles
Completed		
Still Valley to Bloomsbury	\$ 4,549,613	2.8 miles
Grading CRR to Pattenburg Road	6,379,960	(4.9) miles
Route 69 to Clinton Farms	3,527,355	2.9 miles
Clinton Farms - Pattenburg Road (Open)		2.8 miles
N.J. Turnpike Newark Bay Extension		9.3 miles
Delineators on Routes 78 & 80	7,894	
TOTALS	\$1h,h6h,822	17.8 miles actual
		22.7 miles (project)

INTERSTATE ROUTE 80 - FACT SHEET

Total Length: 68.3 miles (deleting section from G. Washington Bridge to Teaneck Road. Now part of Int. Route 95.)

Total Estimated Cost: \$291.1 million (Same deletion as above).

Overall Summary:

Teaneck Road to Route 17 Construction underway.	3.4 miles
Route 17 to Bergen-Passaic line Right-of-way acquisition begun June 1958.	4.0 miles
At Bergen-Passaic line (Paterson-East Paterson) Passaic River Bridge under construction.	.l miles
Passaic River to Passaic-Essex line Right-of-way acquisition begun June 1958.	6.8 miles
Passaic Essex line to Route 53 at Denville Construction and right-of-way plans underway.	13.8 miles
Route 53 east of Denville to Route 46 west of Denville Construction underway.	.7 miles
Route 46 west of Denville to Mt. Arlington Ave. in Mt. Arlington Twp. Completed.	8.4 miles
Mt. Arlington Ave. to Landing Rd. east of Netcong Under construction.	l.¼ miles
Landing Road to Route 46 west of Netcong Under construction.	2.9 miles
U.S. 46 west of Netcong to U.S. 611 Freeway at Columbia Alignment studies.	23.0 miles
Columbia to Delaware Water Gap Completed (U.S. 611 Freeway).	3.8 miles

TOTAL	68.3	miles
TOTAL	00	urrea

INTERSTATE 80 - FACT SHEET - DETAILED SUMMARIES

Alignment Studies

Route 46 at Netcong to U.S. 611 Freeway		23.0 miles
Public Hearings		
3/24/58 - Teaneck Rd. to Lodi-Hackensack lin	ne	3.0 miles
2/20/58 - Lodi line to Passaic River		4.2 miles
4/2/58 - Passaic River to Paterson-W. Pater	son line	3.0 miles
5/5/58 - Paterson-W. Paterson line to Passa	ic—Essex line	5.0 miles
2/20/59 - Route 53 to Route 46, Denville		1.0 miles
5/1/57 - Route 46, Denville, to Flanders Rd.	, South of Netcong	12.6 miles
2/16/59 - Flanders Rd. to Route 46, west of	Netcong	.3 miles
4/20/60 - Passaic-Essex line to Route 53, De	enville	13.2 miles
	TOTAL	42.3 miles
Construction Plans		
Teaneck Road to Garden State Parkway		5.1 miles
Garden State Parkway to Route 53, Denville		22.9 miles
	TOTAL	28.0 miles

INTERSTATE ROUTE 80 - FACT SHEET - DETAILED SUMMARIES

Under Construction	Cost	Project Miles
Ten bridges from Route 46 at Netcong to Mt. Arlington Ave. Conduit & Foundation Corp.	\$ 2,1 28 ,7 84	3.8 miles (not roadway)
Grading and paving Mt. Arlington Avenue to Rte. 46 east of Netcong Conduit & Foundation Corp.	2,118,501	1.8 miles
Grading and paving Landing Road to Rte. 46 west of Netcong Yonkers Contracting Co.	3,453,999	3.1 miles
Route 46 to Route 53 Grading and paving, Denville Franklin Contracting Co.	1,578,834	.7 miles
Teterboro, sand drains G. M. Brewster & Son	932,393	.3 miles
Hackensack River Bridge substructure Conduit & Foundation Corp.	re 2,698,035	•4 miles
Passaic River Bridge, Paterson to East Paterson Public Constructors Inc.	2,758,049	.4 miles
Demolition, East Paterson Gibralter Wrecking & Supply Co.	3 7,1 90	1.3 miles
· TOTALS	\$15,705,785	11.8 miles
Completed	Cost	Actual and Project Miles
Delaware River Bridge (Open)		0.5 miles
U.S. 611 Freeway (12/16/58)	\$ 4,000,000	3.3 miles
Route 46, Denville to Mt. Hope- Rockaway Rd., Rockaway Twp. (10/30)	/59) 4,9 49,987	2.4 miles
Mt. Hope-Rockaway Rd. to Rte. 15 (Union Tp) (10/30/59)	3,947,926	2.3 miles
Grading, paving and structures from Route 15 to Mt. Arlington Ave., Mt. Arlington Twp. 10/7/60		3.7 miles

INTERSTATE ROUTE 80 - FACT SHEET - DETAILED SUMMARIES

Completed	Cost	Actual and Project Miles
Bridge across Lackawanna RR Roxbury Twp. (10/16/59)	1,038,888	en ou an wage
Mt. Hope-Dover Road Interchange (10/30/59)	298,317	
Three demolition contracts from Teaneck Rd. to Ridgefield Park (7/1/59)	36,328	. (.9 miles)
TOTALS	\$20,925,354	12.2 miles-actual
		13.1 miles project

INTERSTATE ROUTE 80S - FACT SHEET

Total Length: 6.6 miles

Total Estimated Cost: \$36 million

Overall Summary

Ben Franklin Bridge (Open)		1.0 miles
Bridge to Morgan Boulevard Alignment Studies		2.9 miles
Morgan Boulevard to Route 295 Interchange (completed)		2.7 miles
	TOTAL	6.6 miles

INTERSTATE 80S - DETAILED SUMMARY

Alignment Study

Morgan Boulevard in Camden to Ben Franklin Bridge

2.9 miles

Completed	Cost	Actual and Project Miles
Center of Ben Franklin Bridge easterly		1.0 miles
Morgan Boulevard (Walt Whitman Bridge) Camden to Route 130 Route 130 to Interstate 295		(.9)miles (1.8)miles
		(140):01108
	\$14,714,000	3.7 miles actual
		2.7 miles project

INTERSTATE 95 - FACT SHEET

Total Length: 67.4 miles

Total Estimated Cost: \$188.4 million

Overall Summary

George Washington Bridge Approaches (open)	1.8 miles
George Washington Bridge to Interstate 80 (Teaneck Road) Construction Underway	2.h miles
Interstate 80 to Route 46 at Turnpike Construction and right-of-way plans	1.6 miles
Route 46 to North Brunswick N.J. Turnpike alignment (Open)	35.2 miles
North Brunswick to Whitehead Rd., Trenton	
Cost estimate line	22.7 miles
Whitehead Road to Delaware River Bridge	3.7 miles
TOTAL	67.4 miles

INTERSTATE ROUTE 95 - DETAILED SUMMARY

Public Hearings

Interstate 80 to George Washington 8/6/58	n Bridge Plaza	3.3 miles
U.S. 46 northerly to interchange we Bergen-Passaic Expressway 11/17/59	with Rte. 80	1.6 miles
	TOTAL	4.9 miles
Construction		
G. Washington Bridge interchange G. M. Brewster & Son	\$10,957,307.00	0.6 miles
Grading Route 4 to Teaneck Rd. G. M. Brewster & Son	7,897,319.00	2.3 miles
Flume and Bridges Englewood & Leonia, Bergen Mal-Bros Contracting Co.	1,575,979.00	0.5 miles
Viaduct Englewood & Leonia Poirier & McLane	3,745,206.00	0.3 miles
Removal of unsuitable materials Teaneck Rd. to Teaneck Creek American Dredging Co.	837,000.82	0.3 miles
Northern RR to Teaneck Creek Sand Drains G. M. Brewster & Son	6,771,786.00	1.5 miles
TOTAL	\$31,784,597.00	5.5 miles
Completed		
George Washington Bridge approach	es (Open)	1.8 miles
Route 46 to North Brunswick N.J. Turnpike alignment		35.2 miles
Whitehead Road to Delaware River Bridge (Open)		3.7 miles
	TOTAL	40.7 miles

INTERSTATE 278 - FACT SHEET

Total Length: 8.9 miles

Estimated Cost \$62.3 million

Overall Summary

Goethals Bridge (Open)		0.5 miles
Goethals Bridge to Route 78 Cost Estimate Line Only		8.4 miles
	TOTAL	8.9 miles

INTERSTATE 280 - FACT SHEET

Total Length - .17.3 miles

Total Est. Cost - \$108.7 million

Overall Summary

Interstate 95 in Hudson County to E. end of Stickel Br	ridge	
Cost estimate only.		2.9 miles
E. end of Stickel Bridge to Orange Street Using modernized Rt. 58.		1.0 miles
Orange St. to Livingston-W. Orange line Public Hearing held.		7.5 miles
Livingston-W. Orange line to Int. 80 in Morris County Alignment studies.		5.9 miles
	Total	17.3 miles

INTERSTATE 287 - DETAILED SUMMARY

Alignment Studies		
Morris-Somerset line to Rte. 10		9.1 miles
Public Hearings		
4/22/52 - Rte. 10 to Rte. 46 (U.S. 202 By-pass)		2.0 miles
5/14/57 - U.S. 1 in Raritan Twp. to U.S. 22 in Bridgewater Twp.		13.1 miles
8/5/58 - Rte. 46 (end of By-pass) to U.S. 202 at Montville		5.4 miles
8/28/58 - U.S. 22 in Bridgewater Twp. to Somerset- Morris line (Passaic R.)		16.0 miles
6/28/60 - Somerset-Morris line to Rte. 10		9.1 miles
	Total	45.6 miles
Construction Plans		
U.S. 1, Raritan Twp. to Stelton Rd., Piscataway		5.4 miles
U.S. 22 in Bridgewater Twp. to Int. 78 just west of U.S. 202-206		9.0 miles
Interstate 78 to Somerset-Morris line		7.0 miles
Rts. 46 at N. end of Freeway to Montville		5.5 miles

26.9 miles

Total

INTERSTATE ROUTE 287 - DETAILED SUMMARY (contid.)

Under Construction	Cost	Project Miles
Grading and paving Stelton Road to Temp. Route 18 Poirer & McLane Corp.	\$ 4,274,495	3.5 miles
Grading, paving and structures from Temp. 18 to Weston Canal Road George M. Brewster	3,888,039	2.8 miles
Highway lighting, Somerset and Middlesex Lightning Electric Service Co.	398 ,7 68	-
Grading, paving and structures from Weston Canal Road to U.S. 22 Yonkers Contracting Co.	5,333,902	2.0 miles
TOTALS	\$13,895,204	8.3 miles
Completed	Cost	Actual and Project Miles
U.S. 202 Freeway (Route 10 to Route 46) Morris County	\$2,435,000	1.9 miles
Two viaducts over Canal, Raritan River, Easton Avenue, Weston Mill Road Franklin Contracting Co. (2/25/60)	4,106,170	
N.Y. State line, completed Section on Route 17 (open)	Secretar Species	•5 miles
TOTALS	\$6,541,170	2.4 miles actual
		1.9 miles project

INTERSTATE ROUTE 295 - FACT SHEET

Total Length: 67.5 miles

Total Estimated Cost: \$131 million

Overall Summary

Overall Summary	
Trenton to Marne Highway (537) Alignment under study.	26.0 miles
Marne Highway to Route 73 Hearing held - 5/21/57.	4.5 miles
Route 73 - Warwick Road Right of way acquisition begun.	6.0 miles
Just N. of Warwick Road to Delaware Street Under construction.	7.5 miles
Delaware Street to U.S. 322, Bridgeport Completed (U.S. 130 Freeway).	9.1 miles
U.S. 322 to Hollywood Avenue, Upper Penns Neck Twp. Public Hearing 10/28/59.	ll.5 miles
Hollywood Avenue to N. J. Turnpike Construction completed.	2.0 miles
Turnpike intersection to Delaware Memorial Bridge Completed (N.J. Turnpike) (U.S. 40).	.9 miles
TOTAL	67.5 miles

INTERSTATE ROUTE 295 - DETAILED SUMMARIES

Alignment Study

Trenton to Marne Highway (Route 537)		22.1 miles
Public Hearings		
5/21/57 - Warwick Road Lawnside to Man Highway (Route 537)	rne	10.5 miles
2/23/54 - Crown Point Road to PRRSL in Delaware Township	1	8.1 miles
10/28/59 - Hollywood Avenue, Upper Per Twp. to Route 322, Bridgepo	nns Neck ort	ll.1 miles
	TOTAL	29.7 miles
Under Construction	Cost	Project Miles
Grading and structures from Big Timber Creek to Broadway in Westville and paving from 80S to Route 47 (overlap) Brann & Stuart	\$4 , 129 , 085	2.2 miles
Paving from Copley Road to 80S plus widening 80S from 130 to 295 F. A. Canuso & Sons	2,416,892	3.1 miles
Final grading and paving Broadway, Westville, to Hessian Avenue, Verga Public Constructors	3,116,053	1.8 miles
Overhead lighting Camden County Gerald Electric Constn. Co.	232,298	3.0 miles

TOTALS	\$9,894,328	10.1 miles

INTERSTATE ROUTE 295 - DETAILED SUMMARIES (cont'd.)

Completed		coject Miles
U. S. 130 Freeway (1954)	\$11,000,000	9.1 miles
New Jersey Turnpike	easter on the	.9 miles
Dualization of 295 from Hollywood Avenue in Upper Penns Neck Township to Turnpike at Deepwater	1,011,990	2.0 miles
Grading and structures from just nor of Warwick Road to PRSL in Haddon Heights	th 2,215,039	(1.9) miles
Grading and structures from PRRSL to Bell Road, Mt. Ephraim	1,833,217	(2.2) miles
Grading and structures from Bell Road to Big Timber Creek (Gloucester Camden line)	2,161,999	(1.6) miles
TOTALS	\$18,222,245	12 miles - actual 17.7 miles - projec

INTERSTATE 495

Total Length: 3.6 miles

Total Estimated Cost: \$14.8 million

Overall Summary

New Jersey Turnpike (Open)		0.8 miles
Route 3 (Open)		1.3 miles
Lincoln Tunnel (Open)		1.5 miles
	TOTAL	3.6 miles

INTERSTATE 680

Walt Whitman to		
80S (Open)	\$950,000	1.1 miles



NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1961 GREEN SERGEANT'S BRIDGE BIDS Hunterdon County.

Trenton, Mar. 14 - The New Jersey State Highway Department today received four bids on restoration of the State's last covered bridge -- Green Sergeant's Bridge on County Route 32 in Sergeantsville, Hunterdon County.

J.F. Chapman & Son, of Hillside, submitted the lowest offer of \$69,468. The Conn Welding & Machine Co., of New Castle, Pa., bid \$72,307.70; Scaletti-Knowles, Inc., of Pompton Lakes, bid \$76,711.60, and the Ell-Dorer Contracting Co., Irvington, bid \$81,536.35.

The restored bridge will serve traffic traveling west toward Rosemont. The project also includes construction of a new parallel bridge to serve traffic traveling east toward Sergeantsville. The new steel beam bridge will be faced with fieldstone to blend with the rustic surroundings.

A contract will be awarded after the normal time interval to allow for thorough study and consideration of the bids by State Highway engineers.

Restoration of the historic 200-year old structure across Wickecheoke Creek will climax months of effort by State and local officials and the Green Sergeant's Covered Bridge Association.

The old covered bridge was dismantled and stored in a County garage after it was damaged by a heavy truck in January 1960.

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1961 GREEN SERGEANT'S BRIDGE - BIDS Hunterdon County.

The original bridge trusses and red cedar lumber will be used to rebuild most of the bridge superstructure, which will be supported by hidden steel girders.

When completed, the restored covered bridge will be 85 feet long with a clearance of 12.5 feet. It will provide a roadway 12 feet wide capable of carrying 20-ton vehicles.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY AMS

1961 INTERSTATE ROUTE 80S Northbound lanes-COMPLETION Camden County

Trenton, March 12 - The New Jersey State Highway Department plans to open two new express lanes on Interstate Route 80S in Camden County that will lead northbound traffic to the Walt Whitman bridge tomorrow.

According to a Highway Department spokesman, the new express lanes are part of a widening project that has added four lanes to the original six-lane freeway. The ten-lane superhighway now extends from Morgan Boulevard in Camden 2.7 miles southward to Mt. Ephraim Borough where it joins Route 42 and a near-completed section of Interstate Route 295 that extends west to Route 30 in Barrington.

80S also connects with Route 130 in Gloucester.

Final construction work now underway on the Route 295 section will be completed in the near future. When it is opened, motorists will be able to get on and off the freeway at Route 30, at Route 168 in Bellmawr and at the Routes 42-295 interchange in Mt. Ephraim.

The Route 80S widening project just completed was accomplished by replacing the former center island with four concrete traffic lance, two in each direction.

The resulting northbound and southbound five-lane roadways are separated by a 20-inch high concrete barrier, and each roadway is further divided by a low concrete curb that separates the two inner Walt Whitman express lanes from the outer three lanes reserved for local traffic.

(more)

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1961 INTERSTATE ROUTE 80S Northbound Lanes - COMPLETION Camden County

Total cost for Interstate Route 80S construction now amounts to \$14.7 million, and total costs so far for Interstate Route 295 work total \$16.1 million.

Route 80S eventually will extend from Mt. Ephraim to the Ben Franklin bridge where it will leave New Jersey.

When completed, Route 295 will extend 65 miles between Trenton and the Delaware Memorial bridge in Deepwater.

Total cost of both freeways in New Jersey is estimated at \$167 million with the Federal government paying 90 per cent of the cost.

59-I-11

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431 - 432

Weed Control - BIDS North and South Jersey

Trenton, March 9 - The New Jersey State Highway Department today received bids on contracts designed to eliminate health hazards, cut maintenance costs and improve scenic values by spraying weed killing chemicals along 1,015 miles of highways.

The lowest bids on the two separate contracts were submitted by the Farm Harvesting Company of Whippany. It bid \$13,568.35 on a contract for treating 444.5 miles of highways north of a line drawn between Trenton and Asbury Park, and \$19,334.25 on a contract for treating 570.5 miles of highways south of that line.

Bids were also accepted from two other firms. Dapero Tree Experts Inc. of Summit bid \$15,410.37 on the northern job and \$19,778.66 on the southern job. McMahon Brothers Inc. of Tenafly submitted bids of \$21,669.37 and \$27,811.88 respectively.

The total of the two bids submitted by the Farm Harvesting Company -- \$33,902.60 -- was lower then the total of the bids submitted by either of the other firms.

Previous weed control programs have reduced the need for mowing operations by 30 to 50 per cent. The Highway Department hopes to achieve a 60 per cent reduction by the end of next summer.

Hay fever sufferers should be among the first to appreciate the health benefit
the program provides by eliminating allergy-causing weeds. Scenic values are
improved by killing broad-leafed weeds that otherwise grow above the uniform
level of desirable grasses (more)

1961 Weed Control - BIDS North and South Jersey

The weed killing chemical specified in the contracts is not harmful to humans or livestock.

The company awarded the jobs will travel a total of 2,800 "weed miles", covering the same roadside areas three times to kill sprouting weeds in April, June and August.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY P.M., MARCH 9



TUxedo 2-3000 - Ext. 431-432

ROUTE 561 - ADV Haddon Avenue Camden County

Trenton, March 9 - The New Jersey State Highway Department today advertised for bids March 30 on a contract for reconstructing a mile of County Route 561 (Haddon Avenue) in Camden and Collingswood, Camden County.

Plans for the reconstruction call for replacing the existing two-lane roadway in Camden and Collingswood with a four-lane concrete highway 46 feet wide flanked by concrete curbs and sidewalks.

Completion of the proposed project will see Haddon Avenue improved from Federal Street in Camden to the Pennsylvania-Reading Seashore Lines railroad bridge in Westmont, Haddon Township.

In Camden, reconstruction work will take place between Euclid Avenue and Ferry Avenue, a distance of 2,990 feet.

In Collingwood, reconstruction of Haddon Avenue is planned between Narberth Avenue and Zane Avenue for a distance of 2,456 feet.

The project scheduled to be completed within 100 working days, comes under the Federal Government's program for financial aid to secondary roads. Camden County and the Federal Bureau of Public Roads will equally share all costs.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract and inspecting the work.

All bids will be reviewed by State and County highway engineers before the contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

FOR RELEASE THURSDAY P.M. MARCH 9



TUxedo 2-3000 - Ext. 431-432

1961 Bridge Painting - RE-ADV

Trenton, March 9 - The New Jersey State Highway Department today re-advertised for bids March 30 on seven contracts for painting 27 bridges in the State highway system.

Previous bids received February 23 were rejected because they did not meet legal requirements.

The painting projects cover bridges in Ocean, Hudson, Essex, Camden, Bergen and Mercer Counties.

The contracts call for painting steel girders, bearings, railings, lamp posts, stairs and all other metal surfaces that require protective coatings.

In Ocean County, eight bridges in Toms River will be sandblasted and painted under one contract.

Five bridges in Caldwell, Essex County, come under another contract.

Two Route 151 bridges in Camden will be painted under a single contract.

A single bridge carrying Route 3 over the Hackensack River between Secaucus,
Hudson County, and Rutherford Borough in Bergen County comes under one contract.

In Hudson County two bridges in North Bergen and two more in Weehawken are the subject of a single contract.

Another contract will see two Route 46 bridges in Bergen County repainted one over the Hackensack River between Little Ferry and Ridgefield Park
Township, the other over the Erie Railroad in Ridgefield Borough.

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1961 Bridge Painting - RE-ADV

In Mercer County four Route 130 bridges in Yardville and one in Groveville are covered by one contract.

A Highway Department spokesman said that steelwork on the State's 2,095 bridges normally is repainted every six years except in industrial and seashore areas where corrosive elements in the atmosphere require it to be done at more frequent intervals.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

ROUTE 22 - HEARING Safety Improvements Somerset County

Trenton, March 9 - The New Jersey State Highway Department today announced that plans for added safety improvements on Route 22 in Somerset County will be outlined at a public hearing March 29.

A Highway Department spokesman said the proposed work is part of an overall safety program on U.S. 22 that so far has seen more than 13 miles of center barrier erected, hazardous intersections eliminated by construction of overpasses, and extensive reconstruction and resurfacing of this heavily traveled highway.

State Highway officials will open the hearing at 10:15 a.m. in the Green Brook Township Municipal Hall, Green Brook Road.

One safety improvement scheduled for discussion is the continuation of the concrete center barrier for another 4.2 miles westward along Route 22 from Washington Avenue in Green Brook Township to Thompson Avenue in Bridgewater Township. The Department's plans show the proposed barrier as 32 inches high. The existing barrier is 20 inches high.

At Mountain Avenue in Bridgewater Township a half-mile of 32-inch high barrier is being constructed under a separate \$870,000 contract. That section of the highway had previously been considered at a public hearing.

Completion of the work now underway and the proposed project will provide

U.S. 22 with 18 miles of continuous concrete center barrier from Thompson

Avenue to Newark with the exception of a 2.3 mile section in Union and Springfield

where a commercial center island exists.

(more)

1961 ROUTE 22 - HEARING Safety Improvements Somerset County

Other proposed safety improvements Highway officials will present at the hearing include four sets of left-turn "jug handles" at Vosseler Avenue in Bridgewater, and at Sebrings Mills Road, Cramer Avenue and Warrenville Road in Green Brook.

Within the limits of the 4.2 mile project the Department also plans to resurface the existing concrete road with 3.5 inches of bituminous concrete, and rebuild the highway's shoulders.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY, P.M. MARCH 9



TU x edo 2 - 3000 - Ext. 431 - 432

Route 46 - ADV
Baldwin, Beverwyck Roads
Parsippany-Troy Hills
Morris County

Trenton, March 9 - The New Jersey State Highway Department today called for bids March 30 on a contract to correct two hazardous Route 46 intersections in Parsippany-Troy Hills Township, Morris County.

The Department plans to construct "left turn only" lanes in the center of Route 46 at Baldwin Road and Beverwyck Road to take waiting vehicles out of the main stream of traffic.

The Route 46 center islands adjacent to the intersections will be tapered to free road space for the left-turn facilities.

At Baldwin Road, the left-turn slot is designed to permit eastbound Route 46 traffic to turn north. It is proportioned so that school buses turning north onto Baldwin Road will be clear of the eastbound through-traffic lanes while at a standstill.

At Beverwyck Road, left-turn slots will be constructed to serve eastbound and westbound Route 46 traffic. The left turn facility for westbound Route 46 vehicles turning south on Beverwyck Road will hold about 20 cars in two lanes.

Beverwyck Road south of the intersection will be widened to a new four-lane width of 46 feet to accommodate the two lanes of traffic turning left from Route 46, and also provide two northbound lanes. The widened portion will be 350 feet long.

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1961
ROUTE 46 - ADV
Baldwin, Beverwyck Roads
Parsippany-Troy Hills
Morris County

North of the intersection Beverwyck Road will be widened to 35 feet for a distance of 370 feet. All widened portions will be completely resurfaced with bituminous concrete.

A total of 45 working days has been allowed for the 100 per cent State financed project. All bids will be reviewed by State Highway engineers before the contract is awarded.

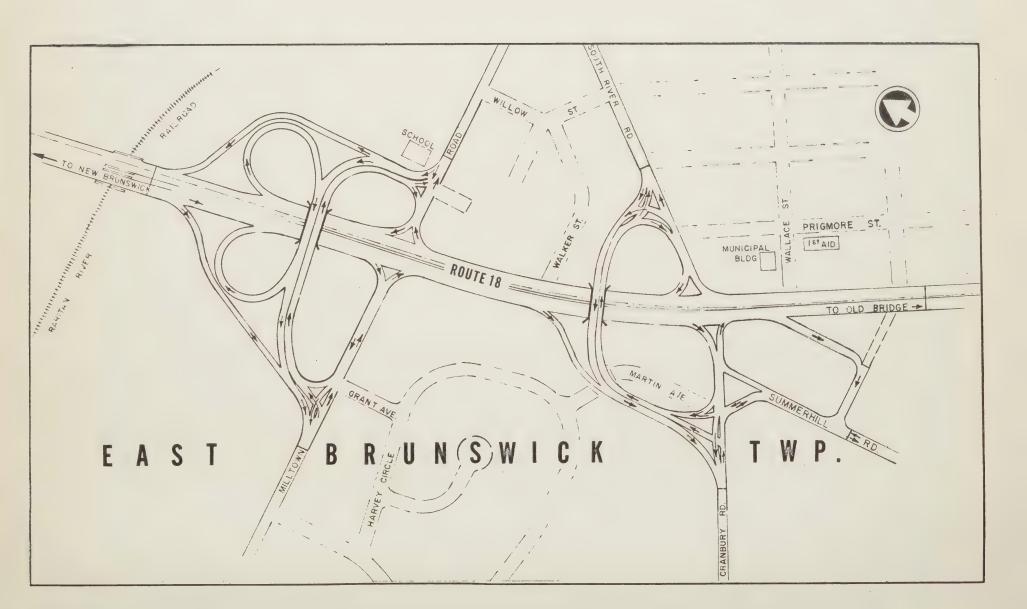
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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY P.M., MARCH 9



TUxedo 2-3000 - Ext. 431 - 432

1961 Route 18 - HEARING East Brunswick Middlesex County

Trenton, March 9 - The New Jersey State Highway Department's plans for constructing two interchanges on Route 18 in East Brunswick, Middlesex County, will be explained at a public hearing March 23.

A Highway Department spokesman said the proposed interchanges will eliminate hazardous left turn movements and ease congestion in the dense traffic area between the Raritan River railroad and Fountain Street.

The interchanges would be located at Milltown Road and at the intersection of Cranbury and South River Roads.

Highway officials will present the plans in East Brunswick's First Aid Squad building on Prigmore Street at 10:30 a.m.

The Department's proposal also calls for widening and dualizing a half-mile of Route 18 in the vicinity of the interchanges.

Four sections of the overall Route 18 improvement program between New Brunswick and Route 9, about 11 miles to the east, have been completed. The western section between the Albany Street Bridge and Route 1 was completed in 1955.

The new \$2.5 million interchange system extending from Route 1 to the New Jersey Turnpike was fully opened to traffic last November.

Between the New Jersey Turnpike and West Amhurst Avenue in East Brunswick a one-mile section was improved in June, 1959.

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1961 Route 18 - HEARING East Brunswick Middlesex County

At the western end of the Route, 4.7 miles of superhighway were completed in 1959 and 1960 at a total cost of \$1.2 million.

Funds have been earmarked by the Department for improving the highway between the New Jersey Turnpike and Milltown Road, a distance of 2.6 miles

Preliminary studies on the last unimproved two-mile section between Cranbury
Turnpike and Old Bridge are now underway.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431 - 432

RELEASE THURSDAY P.M., MARCH 9 1961
Painting Lines - ADV
Northeast New Jersey

Trenton, March 9 - The New Jersey State Highway Department today asked for bids March 30 on a contract for painting a total of 210 miles of white traffic lines on State highways in four counties this spring and fall.

The Department's plans call for repainting center lines and lane lines in ten different locations in Bergen, Essex, Hudson and Union Counties, using reflective paint.

Non-reflective paint will be used at 63 locations where crosswalk, approach and stop lines need freshening.

The contract requires that painting be done on Sundays only, with the spring job starting April 9, and the fall work scheduled to start October 1. Each operation must be completed within four Sundays from each starting date.

All bids for the 100 per cent State financed project will be reviewed by State Highway engineers before the contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

Snow Removal Conference Routes 46 and 4 Lodi, Bergen County

Trenton, March 7 - State and local officials will meet Wednesday to discuss snow removal operations on heavily traveled Routes 46 and 4 leading to the George Washington Bridge.

The meeting in the National Guard Armory in Lodi, Bergen County is set for 10 a.m. It is the third in a series of regional snow removal conferences arranged by the State Highway Department.

According to a Highway official the meeting will "explore how we can develop mutual plans, and better coordinate municipal, county and state snow removal efforts."

The conference was arranged by the Department in the opinion that a frank and open discussion will produce suggestions for avoiding the type of massive traffic snarls that followed this winter's major snowstorms. Discussions will center on plans for next winter, with emphasis on completion of detailed planning by mid-summer.

Mayors Stanley Zwier of Clifton; Austin Volk of Englewood; Richard J. Vander Plaat of Fairlawn; John J. Kerwein of Fort Lee; Joseph Kobylaza, Garfield; Walter E. Nowakowski; Frank C. Zindle, South Hackensack; Gerald B. Monaghan, Hackensack; Francis G. Dominick, Hasbrouck Heights; Emil Tuma, Little Ferry; Bernard J. Focarino, Lodi, have been invited to attend the conference, either in person or through their designated representatives.

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1961 Snow Removal Conference Routes 46 and 4 Lodi, Bergen County

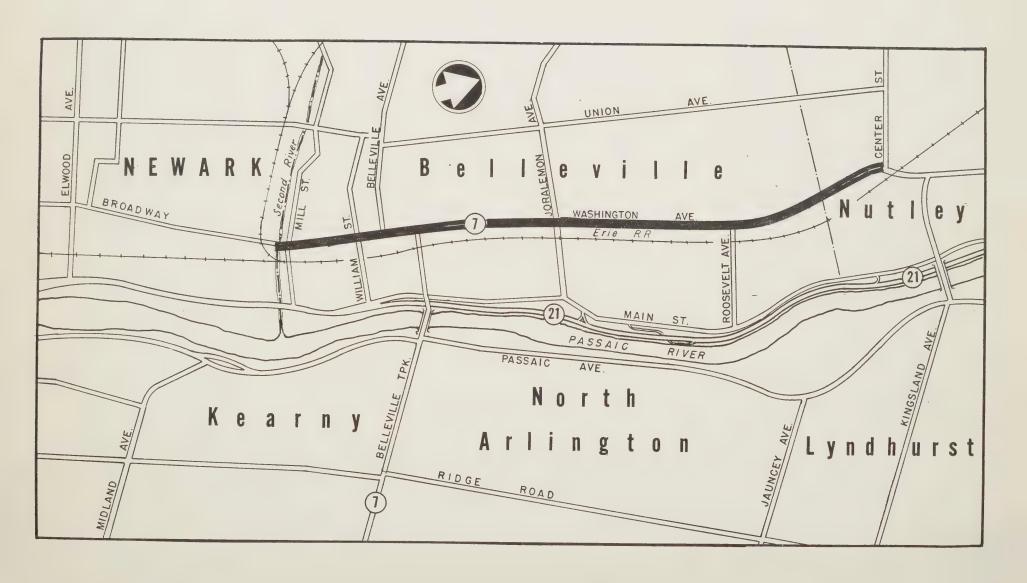
Mayors Henry J. Miller of Maywood; William J. Dorgan of Palisades Park; Fred C. Galda of Paramus; Frank X. Graves, Jr., Paterson; John C. Yuhas, East Paterson; F. Walton Wanner, River Edge; Howard Mayer, Ridgefield; William S. Meakin, Rochelle Park; Edwin Zdanowicz, Saddle Brook; Matthew Feldman, Teaneck; John F. Lukash, Teterboro, also were invited.

Invitations were also sent to Anthony Pepe, Bergen County Board of Chosen
Freeholders; Charles LoPresti, Bergen County Police Department; Alex Komar,
Passaic County Highway and Bridges Committee; W.W. Wanamaker, Executive
Director, New Jersey Turnpike Authority; D. Louis Tonti, Executive Director,
New Jersey Highway Authority; George Stickle, General Manager, Port of New
York Authority; Fred Menard, Department of Defense; J.D. Rutter, Superintendent,
Division of State Police; Ned J. Parsekian, Director, Division of Motor Vehicles.

Also invited to attend were E.A. Capitani, Sr., President, Rockland Coaches Inc.; David Rukin, President, Hudson Transit Lines Inc.; Herbert E. Harper, President, Public Service Coordinated Transport; Benjamin Casser, President; Westwood Transportation Company; Theodore Richmond, President, Inter City Transportation Co.; Benjamin Casser, President, Manhattan Transit Company; D.J. Crecca, Executive Director, New Jersey Motor Truck Association; Carlton Ritter, Executive Secretary, North Jersey Automobile Club; John Dressler, Secretary, New Jersey Gasoline Retail Dealers Association; William Gaffney, Secretary, New Jersey Petroleum Industries Committee.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1961
ROUTE 7 - ADV
Resurfacing
Essex County

Trenton, March 7 - The New Jersey State Highway Department today advertised for bids March 28 on a contract for resurfacing a two-mile section of Route 7 located in Newark, Belleville and a small portion of Nutley, Essex County.

The contract will call for placing a new surface of bituminous concrete three inches thick on the highway between Second River in Newark and the Erie Railroad overpass just north of Centre Street in Nutley.

A Highway Department spokesman said riding qualities of the road will be greatly improved after its worn asphalt and granite block has been covered with a new continuous blacktop surface.

At present, two strips of asphalt paving, each 21 feet wide, extend along each side of the roadway, with an 18-foot wide strip of granite block between them.

Highway Department plans also call for repairing broken sections of the curbing along the outer edges of the 60-foot wide roadway.

A minimum of two lanes will be kept open for traffic at all times while the highway is being resurfaced and warning signs and lights, barricades and traffic cones will be posted where needed to alert and guide motorists.

Another future Route 7 project calls for reconstructing a half-mile section of the highway from the Passaic River eastward to Route 17.

A total of 55 working days has been allowed for completing the Newark-Nutley project which will be 100 per cent financed by State funds. All bids will be reviewed by State Highway engineers before the contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Tuxedo 2-3000 - Ext. 431-432 1961 N.J. ROUTE 50 - ADV Cedar Swamp Creek Bridge Cape May County

Trenton, March 7 - The New Jersey State Highway Department today announced it will receive bids March 28 on a contract to replace the Cedar Swamp Creek Bridge on N. J. Route 50 in Upper Township, Cape May County.

The present timber trestle structure, which has served Seaville-Petersburg motorists for 39 years, will be removed and a modern prestressed concrete bridge built in the same spot.

A detour route will be established around the construction site part of the time work is in progress. The detour will leave Route 50 north of Seaville, follow County Routes 16, 49 and 585 and rejoin Route 50 at Petersburg. Completion of the bridge is scheduled for August.

Use of a detour, normally contrary to the Department's policy, cannot be avoided on this project. The Department will consult with the County engineer in an effort to facilitate the flow of traffic.

The Highway Department's plans for the new two-lane bridge call for a deck 160 feet long and 40 feet wide. Safety walks and balustrades will border the roadway. The prestressed concrete deck will rest on reinforced concrete caps, which, in turn, will be supported by timber piles.

The Department's plans also include resurfacing the highway for 1,200 feet north, and 1,600 feet south of the bridge. A layer of bituminous concrete three inches thick will be placed on the 20-foot wide (two-lane) roadway. Shoulders will be rebuilt ten feet wide and hard-surfaced.

All bids for the 100% State financed project will be reviewed by State Highway engineers before the contract is awarded.

61-N-39 ######

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431 - 432

IMMEDIATE RELEASE

ROUTE 206 - ADV Stanhope, Sussex County

Trenton, March 7 - The New Jersey State Highway Department today advertised for bids March 28 On a contract to install a storm drain system along Route 206 in Stanhope Borough, Sussex County.

A Highway Department spokesman said the system will drain surface water from a 900-foot stretch of the Route extending south from a branch of the Musconetcong River to a point past the American Legion Home.

Storm drains are needed, he added, to eliminate flooding conditions along the east side of the highway where building activity has increased.

Highway Department plans show the drain system is made up of concrete pipes buried about five feet deep alongside the highway's east shoulder. The pipe line will gradually increase in diameter from 15 inches to 30 inches as it slopes toward the stream where it will dump the collected water.

Nine inlets will connect to the main pipe line - seven along the east shoulder and two to drain the west shoulder through pipes that will cross under the highway. Both shoulders will be improved as part of this 100 per cent State financed contract.

Two traffic lanes will be maintained during the 20 working days allowed for the project. All bids will be reviewed by State Highway engineers before the contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TU xedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

Route 17 - BIDS
Ridgewood Avenue Overpass
Paramus, Bergen County

Trenton, March 2 - The lowest of eight bids received today by the New Jersey State Highway Department for improving Route 17 in Paramus, Bergen County, was \$658,652.95, submitted by Samuel Braen's Sons of Hawthorne.

The contract calls for constructing an overpass at Ridgewood Avenue and closing 22 nearby center island openings to promote traffic safety at intersections.

The 1.5 mile long project will start 2,000 feet north of Glen Avenue and extend southward to a point north of the Midland Avenue overpass.

The existing Ridgewood Avenue at-grade intersection will be eliminated and present Ridgewood Avenue alignment incorporated as ramps in the proposed overpass-interchange system. Ridgewood Avenue will be relocated approximately 400 feet north of its present location and be carried over Route 17 on a new bridge. Stairways and sidewalks are included in the plans.

The proposed 22 center island closings will blend with the present grass center island. After the 22 openings are closed in the 30-foot wide center island left turns and "U" turns will be possible in this area only by utilizing Ridgewood and Midland Avenue overpasses.

The planned openings at busy intersections will be protected by traffic signals, and openings at other intersections will have left-turn lanes built into the center island to take left-turn traffic out of through traffic lanes.

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1961 Route 17 - BIDS Ridgewood Avenue Overpass Paramus, Bergen County

During the entire working period the southbound roadway will be fully open to traffic between 6 a.m. and 9 a.m. and the northbound roadway fully open between 4 p.m. and 6 p.m. When necessary the contractor will be permitted to restrict traffic on each of the roadways to a single lane between 9 a.m. and 4 p.m.

No work is to be performed which will interfere with Route 17 traffic on Saturdays, Sundays, legal holidays, or on the day before or after a legal holiday.

Work on the 100 per cent State financed project is to be completed within 210 working days after execution of the contract. All bids received will be reviewed by State Highway engineers before the contract is awarded.

Other bidders for the contract were: P.T. & L Construction Company, Paramus, \$668,387.43; Mal-Bros Contracting Company, West Caldwell, \$677,620.45; J. F. Chapman & Son, Hillside, \$682,504.99; Franklin Contracting Company, Little Falls, \$683,395.90; Public Constructors, Inc. Blackwood, \$707,714.62; P. Michelotti & Son, Inc., Saddle Brook, \$720,837.14; Mohawk Constructors, Linden, \$731,846.40.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE

TU xedo 2-3000 - Ext. 431-432

1961 Through-Streets

Trenton, Feb. 28 - The New Jersey State Highway Department today announced promulgation of a regulation designating all State highways as through-streets.

The promulgation results from a joint action taken by State Highway Commissioner Dwight R. G. Palmer and Director of Motor Vehicles Ned J. Parsekian.

"Stop" signs will be maintained at each entrance to a State highway, except where adequate sight distance and other safety features permit a "Yield Right of Way" sign to be used.

Many sections of the Highway System previously have been designated as "throughstreets". However, in order to bring their status up to date with route
renumbering and with recent construction which has added substantial mileage
to the system, the new regulation was adopted and approved as of February 10th,
1961.

Some few intersections where traffic volume on a local or county roadway is consistently heavier than on the State highway, the latter will be designated as a "Stop" or "Yield" intersection by subsequent regulation.

The joint order reads, "In accordance with the provisions of R.S. 39:-140 (as amended) these State highway routes, between their termini, in the counties as described herein, shall be and hereby are designated and established as 'through-streets':

U.S. 1

Mercer, Middlesex, Union, Essex, Hudson and Bergen Counties

U.S. 1 Business

Hudson County

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U.S.	. 1 Truck	Essex and Hudson Counties
	3	Passaic, Bergen and Hudson Counties
	4	Passaic and Bergen Counties
	5	Bergen County
	7	Hudson, Bergen and Essex Counties
U.S	• 9	Cape May, Atlantic, Burlington, Ocean, Monmouth, Middlesex, Union, Essex, Hudson and Bergen Counties
U.S	• 9 Truck	Essex and Hudson Counties
U.S	. 9 W	Bergen County
	10	Morris and Essex Counties
	12	Hunterdon County
	13	Ocean County
	15	Morris and Sussex Counties
	17	Bergen County
	1.8	Middlesex County
	20	Bergen and Passaic Counties
	21	Essex County
U.S.	22	Warren, Hunterdon, Somerset, Union and Essex Counties
U.S.	22 A	Warren County
	23	Essex, Passaic, Morris and Sussex Counties
	24	Warren, Morris, Essex and Union Counties
	26	Middlesex County
	27	Mercer, Middlesex, Somerset and Union Counties
	28	Somerset, Middlesex and Union Counties
	29	Mercer and Hunterdon Counties

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1961 Through-Streets

U.S. 30	Atlantic and Camden Counties
33	Mercer, Middlesex and Monmouth Counties
34	Monmouth and Middlesex Counties
35	Ocean, Monmouth, Middlesex and Union Counties
36	Monmouth County
37	Mercer, Monmouth and Ocean Counties
38	Camden, Burlington and Monmouth Counties
U.S. 40	Salem, Gloucester and Atlantic Counties
41	Gloucester, Camden and Burlington Counties
42	Gloucester and Camden Counties
1,1,	Salem and Gloucester Counties
45	Salem and Gloucester Counties
U.S. 46	Warren, Morris, Essex, Passaic and Bergen Counties
47	Cape May, Cumberland, Gloucester and Camden Counties
48	Salem County
49	Salem, Cumberland, Atlantic and Cape May Counties
50	Cape May and Atlantic Counties
52	Cape May and Atlantic Counties
53	Morris County
54	Atlantic County
57	Warren County
58	Essex and Hudson Counties
59	Union County

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	62	Passaic County
	63	Hudson and Bergen Counties
	64	Mercer County
	65	Essex County
	66	Monmouth County
	67	Bergen County
	68	Burlington County
	69	Mercer, Hunterdon and Warren Counties
	70	Camden, Burlington, Ocean and Monmouth Counties
	71	Monmouth County
	72	Burlington and Ocean Counties
	73	Camden and Burlington Counties
	77	Cumberland, Salem and Gloucester Counties
F.A.I.	78	Warren, Hunterdon, Somerset, Union, Essex and Hudson Counties
	79	Monmouth County
F.A.I.	80	Warren, Sussex, Morris, Essex, Passaic and Bergen Counties
F.A.I.	80 S	Camden County
	82	Union County
	839	Cape May County
	84	Sussex County
	87	Atlantic County
	88	Ocean County
	91	Middlesex County
	93	Bergen County
	94	Warren and Sussex Counties

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1961 Through-Streets

F.A.I. 95	Mercer, Middlesex, Union, Essex, Hudson and Bergen Counties
129	Mercer County
v.s. 130	Salem, Gloucester, Camden, Burlington, Mercer and Middlesex Counties
151	Camden County
152	Mercer County
153	Hudson County
154	Camden County
155	Burlington County
156	Mercer County
157	Atlantic County
159	Morris and Essex Counties
160	Burlington County
161	Passaic County
163	Warren County
165	Hunterdon County
166	Ocean County
167	Atlantic and Burlington Counties
168	Camden and Gloucester Counties
170	Burlington County
171	Middlesex County
172	Middlesex County
U.S. 202	Hunterdon, Somerset, Morris and Passaic Counties
U.S. 206	Atlantic, Burlington, Mercer, Somerset, Morris, and Sussex Counties
208	Bergen and Passaic Counties

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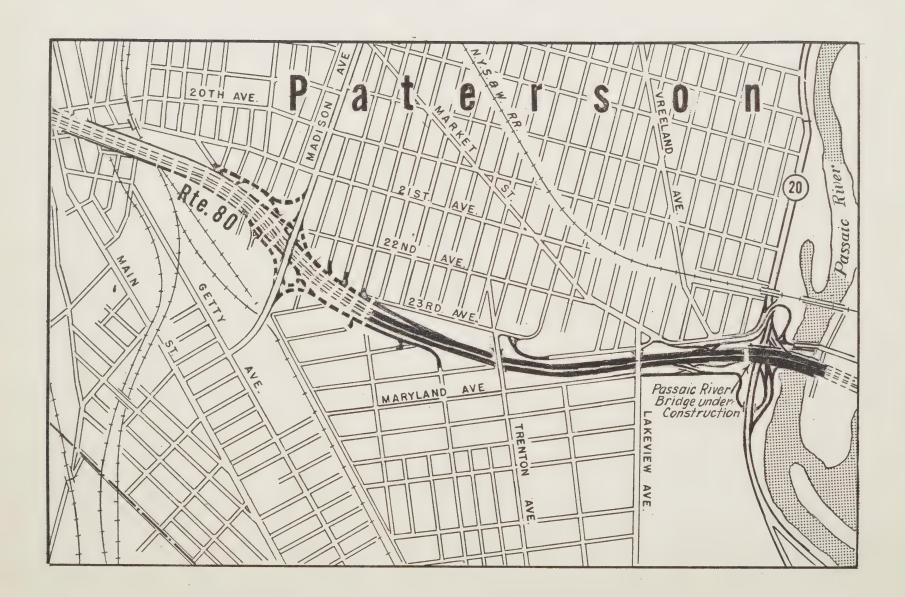
1961 Through-Streets

F.A.I.	. 278	Union County
F.A.I.	280	Morris, Essex and Hudson Counties
F.A.I.	295	Salem, Gloucester, Camden, Burlington and Mercer Counties
U.S.	322	Gloucester and Atlantic Counties
	439	Union County
	440	Middlesex and Hudson Counties
	444 (Garden	State Parkway) Cape May, Middlesex and Union Counties
F.A.I.	495	Hudson County
U.S.	611	Warren County

This action supersedes all previously adopted orders, regulations, ordinances and resolutions which cover or are inconsistent with the provisions of this regulation.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1961 INTERSTATE ROUTE 80 - ADV. Demolition Paterson, Passaic County.

Trenton, Feb. 25 - The New Jersey State Highway Department today advertised for bids March 17 on a contract to clear the path for future construction of Interstate Route 80 in Paterson, Passaic County.

The contract calls for removing 91 buildings within a mile-long stretch from Route 20 (McLean Boulevard) westward to Pennsylvania Avenue.

A Highway Department spokesman said the demolition project will clear the way for constructing a portion of the superhighway between Route 20 and Vernon Avenue in the near future. He added that the rest of the buildings will be removed to eliminate potential fire and health hazards. Mayor Frank X. Graves' concern for the present and possible future effects of delay in demolition stimulated action for this project.

Side boundaries for the clearance project generally are Market Street, Alabama Avenue and 23rd Avenue, along the northern edge. Maryland, Kentucky and Iowa Avenues form the southern limit, along with Alabama Avenue, as the clearance path sweeps northward west of Trenton Avenue.

Also scheduled for clearance work is a 2,000-foot stretch along the Passaic River, bounded by 21st Avenue and the Cedar Lawn-Calvary Cemetery dividing line. A major interchange is planned for the area along the river, to connect Route 20 with the nearly completed Passaic River bridge, and future Interstate Route 80.

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1961 INTERSTATE ROUTE 80 - ADV. Demolition Paterson, Passaic County.

Two other Route 80 projects east of the proposed Paterson job are now underway - the \$2.7 million bridge over the Passaic River to East Paterson, now nearly completed, and a companion demolition project that extends from the new bridge through East Paterson to the Garden State Parkway.

Farther east on Interstate Routes 80 and 95 nine construction projects totaling \$35 million are underway. They will increase the capacity of the State Highway System to handle a heavier volume of George Washington Bridge traffic. The bridge's new second deck is scheduled for completion in mid-1962.

In Teterboro, a \$900,000 project to stabilize marshland for future roadway construction was put under contract in December.

A \$2.7 million contragt for building the substructure of an 1,800-foot long
Route 80 bridge over the Hackensack River in Bergen County was awarded in January.

Between Teaneck Creek and Teaneck Road, 3,300,000 subic yards of unsuitable materials in the Route 80 roadway area are to be removed at a cost of \$837,000. A building demolition project between Teaneck Road and Railroad Avenue in Ridgefield Park is nearing completion.

Work has started on installation of four million feet of vertical sand drain columns in the marshland between Teaneck Creek and the Erie Railroad at a cost of \$6.7 million.

In January, a \$3.7 million contract was awarded for constructing a 1,400-foot long viaduct that will cross over the Erie Railroad and continue to Grand Avenue.

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1961 INTERSTATE ROUTE 80 - ADV. Demolition Paterson, Passaic County.

Under a separate \$1.5 million contract, an overpass is being constructed at Grand Avenue and another at Broad Avenue in Leonia. This contract also covers the cost of relocating Flat Rock Brook.

Another project calls for grading a 2.4 mile section of Route 95 between Teaneck Road and Route 4 in Fort Lee. Work on this \$7.9 million contract began in November.

The largest single contract in the Highway Department's history, \$10.9 million for constructing a huge interchange at the George Washington Bridge, was awarded in December.

Final cost of the six miles of the Bergen Expressway between the George Washington Bridge and Route 17 is estimated at \$65 million. The Expressway is part of Interstate Routes 80 and 95 and of the 41,000 mile network of Interstate routes linking major metropolitan areas in the United States. Ninety per cent of all costs will be paid by the Federal Government.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads before the contract is awarded.

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STATE OF NEW JERSEY STATE HIGHWAY DEPARTMENT TRENTON

February 25, 1961

Honorable LeRoy J. D'Aloia Speaker of the General Assembly 24 Commerce Street Newark, New Jersey

Dear Mr. Speaker:

Due to your and our overall interest in both the East-West Freeway and the Garden State Parkway, Executive Director D. Louis Tonti has suggested that I respond to your interesting and constructive inquiry of February 18. The questions you raised are of concern not only to the people of Essex County but to all New Jersey taxpayers as they have a financial stake in the ultimate success of the Garden State Parkway as a paying proposition.

In answering your questions, we have attempted to provide the fullest information possible from the data now available to us. You realize, I am certain, that some engineering details cannot be determined until completion of final studies which the Highway Authority will be able to make only after enactment of the proposed enabling legislation - S102.

One aspect of the program should be made clear at the outset; that it is designed to accomplish four main objectives:

- 1. Provide funds not available in the foreseeable future from any other source for building the East-West Freeway as a depressed route along 80 per cent of its alignment through Newark and the Oranges.
- 2. Provide a means of eliminating congestion on the presently toll-free section of the Parkway in Essex County, so that thru travel on the express lanes will again become attractive to toll-paying motorists from other areas. (Studies indicate that unless this objective is attained through some means, the Authority's ability to meet its bond obligations will be



seriously jeopardized, with consequent risk that the taxpayers of all 21 counties will have to assume the added burden of meeting the obligations of the \$285 million worth of Parkway bonds guaranteed by the State)

- 3. Provide funds not available from the Federal Government or from the Parkway's present earnings for an interchange with the East-West Freeway.
- 4. Correct the bottleneck congestion at Bloomfield Avenue, Central Avenue, and other areas.

All objectives are interdependent. The Program was worked out by the Highway Department, the Highway Authority, engineering consultants, bond counsel and others over a period of many months. As it stands, it is an integrated package. However, the elimination of any phase of the program would pose a very real threat to its overall feasibility. It is our feeling that none of the main objectives mentioned above can be attained unless all are attained.

For purposes of clarity, the answers to questions one and two are given together. The questions are repeated below, together with the answers.

Question One - "What are the improvements contemplated to the service roads thru Essex County?" and Question Two - "How much will be spent on these improvements?"

Answer - Improvement of the entrances and exits and marginal roads serving the Essex County section of the Parkway is one of the principal focal points. They will be materially improved after close collaboration with local officials, benefiting from the changes in traffic patterns which will be caused by construction of the East-West Freeway and its interchange with the Parkway. The dollars and cents to be spent cannot be determined, as you can appreciate, until final engineering studies are completed and reviewed with local officials.

Question Three - "What facilities will be made available for the flow of traffic during the transition period of construction such as the existing conditions at Central Avenue, Bloomfield Avenue and Springfield Avenue?" -



Answer - It is in the best financial interests of the Parkway as well as in the best interests and convenience of motorists, particularly those traveling to and from Essex County, to keep traffic moving smoothly during construction. The Authority, with the cooperation of the Highway Department, will make every effort to see to it that motorists can get from their starting points to their destinations with the least possible difficulty. As you know we have had a fairly broad experience in this category throughout the State.

Question Four - "The proposals, if any, to relieve the congestion at the various exits and entrances that exist on the Parkway in Essex County?" -

Answer - As noted above, elimination of this congestion is a most important aspect of the overall program. Construction of the East-West Freeway itself, as a major highway linked to the Parkway, will doubtless do much to relieve traffic tie-ups not only at Parkway entrances and exits but on local streets throughout Essex County. Relaxation of the inducement to use the Parkway's express lanes in preference to presently underloaded marginal roads for short trips within Essex County will also have a major effect in relieving congestion at exits and entrances. Where other physical improvements are required, it is the intention of the Highway Department and the Highway Authority to provide as much technical and financial support as possible, within the limits of available funds, toward the solution of these essentially local problems. For example, we note that you are conscious of the problems at Bloomfield Avenue, Central Avenue and Springfield Avenue. This program offers these problems their best opportunity of proceeding from the study stage to a point where action replaces conversation.

Question Five - "The amount of tolls to be charged at the exits and entrances within the county?" -

Answer - You will be glad to know that first and foremost, everyone should understand that no one from Essex County who uses the Parkway for a trip to or from a point outside the county will pay one cent more in tolls. No one from outside the county who uses the Parkway for a trip to or from a point inside it will pay any more. Traffic across the county line will not bear an added burden. The Parkway was designed as an express highway serving thru traffic. Congestion on the free section in Essex County has created increasing delays



and traffic hazards. The toll structure will be such as to encourage use of the Parkway for its primary purpose as well as use of the marginal roads which, as already stated, are not being used to full advantage. However, short haul motorists will not be deprived of the advantage of using the Parkway at an appropriate fee. It is not planned to exceed the level of the tolls now collected on the Parkway and the Authority intends to keep the tolls as low as possible commensurate with bond obligations and operating and construction costs and sound financial management. The Authority cannot determine toll amounts at individual locations until passage of S102 provides the money needed for engineering studies.

Question Six - "The effect of the proposed financing of the Freeway construction upon the credit standing of the New Jersey Highway Authority?"

Answer - One of the main objectives of the program is to improve the credit standing of the Authority which for some time has been a source of anxiety to the Authority and all parties at interest. They have pointed out that the chief threat to the Authority lies in the "road block" caused by the toll-free section in Essex County. Unless this condition is corrected very soon, the critical danger point will arrive in a very few years. From any point of view, the program, including the financing of the Freeway as a depressed route, is a must. It should not be overlooked that construction of an interchange with the Freeway would be merely an added source of trouble unless the already existing congestion on the toll-free section is removed.

Eliminate the congestion, and the interchange becomes a major asset to the Parkway's credit standing. Freeway traffic cannot become · toll-paying traffic on the Parkway until the Freeway is built, which warrants the Parkway assisting in financing a major feeder route which otherwise would be delayed for years. Don't forget that this East-West route has been "talked about" since 1924.

Question Seven - "The projection as to the required time for the liquidation of the proposed indebtedness to be assumed for the financing of the project?" -

Answer - The detailed amortization schedule of the proposed indebtedness can not be known until the Authority is authorized by law to proceed with the bond issue and the issue is ready to



be marketed. However, the proposed new indebtedness will not be completely retired until after the Authority's original \$285 million bond issue, guaranteed by the State, is retired. That is due to happen in 1988.

Question Eight - "The estimated time for condemnation and the proposed means for the handling of changeover for the living accommodations of private citizens and of business people whose business may be in the path of the demolition?" -

Answer - It is the firm policy of the Highway Authority as well as that of the Highway Department to acquire all of the land needed for improvements through negotiation with the owners, using the process of condemnation only as the last resort.

The Highway Department, which has full responsibility for and authority over construction of Interstate Route 280, including the portion referred to as the Essex East-West Freeway, a completely free super-highway, will require many more parcels of property for that project than will the Highway Authority for its improvements to the Parkway. In a combined program of this sort, both agencies will put their shoulders to the wheel of progress. As I have already stated, the Highway Department plans to complete its land acquisition by the end of this year and have the Freeway open to traffic by late 1964. Certainly, the Parkway change-overs must be ready by that time also. It should be pointed out that it probably will be some time after the right-of-way is acquired before construction plans are completed and contracts awarded. For this reason, those property owners who complete negotiations with either the Department or the Authority in the early stages of the project will have just that much more time in which to complete arrangements for relocating their homes or businesses. The Authority and the Department may advance substantial sums toward the final purchase price of a property once the purchase price is agreed upon, and well in advance of the signing of the usual documents. Thus, property owners who complete early settlements will have both time and money aiding their efforts to fine a new location.

All of us, the Highway Authority, the State Highway Department and all those who have contributed of their time and effort to make this program a success share your sense of urgency regarding the need for action to combat growing unemployment. Rapid legislative approval of this program could, in the words of Governor Meyner, provide an effective means of "pumping construction dollars into the veins of a presently sagging economy."



Your acknowledged leadership in the State Assembly, and influence throughout the State, would naturally be of great assistance to this urgently needed and beneficial project. I sincerely hope and trust that after due consideration of the factors outlined herein, you and your colleagues in the Assembly will feel warranted in giving your valuable support to this program in the Legislature on the day of your return, so that the citizens of Essex County and New Jersey may derive the untold benefits available to all those whom we represent.



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY, P.M. FEBRUARY 23



TU xedo 2-3000 - Ext. 431-432

1961 County Route 33 - ADV Gooseneck Bridge Monmouth County

Trenton, Feb. 23 - The New Jersey State Highway Department today called for bids March 16 on a contract to replace Gooseneck bridge on County Route 33 in Monmouth County.

The present low-level timber bridge has carried traffic over the Shrewsbury River between Little Silver and Oceanport since 1898. Modern traffic demands have outstripped its four-ton weight limit and relatively narrow 19-foot two-lane timber roadway.

The old timber structure will handle traffic until the modern span is completed. It will then be dismantled.

Plans for the new bridge, to be built alongside the old structure, show a modern steel and concrete structure 1,100 feet long with a two-lane roadway 30 feet wide, plus two sidewalks. The fixed center span rises 25 feet above the River and is 92 feet long. Fifteen companion spans each measure 72 feet.

Limits of the half-mile project are Silverside Avenue in Little Silver, and Monmouth Boulevard in Oceanport.

Approach roads to the new bridge (Seven Bridges Road in Little Silver and Myrtle Avenue in Oceanport) will be shifted slightly to align with the future bridge deck.

The project, scheduled to be completed within 225 working days, comes under the Federal Government's program for financial aid to secondary roads.

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1961 County Route 33 - ADV Gooseneck Bridge Monmouth County

Monmouth County and the Federal Bureau of Public Roads will equally share all costs.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract and inspecting the work. All bids will be reviewed by State and County Highway engineers before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TU xedo 2-3000 - Ext. 431-432

1961

RIVER STREET - BIDS Hackensack - Little Ferry Bergen County

Trenton, Feb. 23 - A bid of \$463,095.20 was the lowest of nine received today by the New Jersey State Highway Department on a contract for extending River Street in Hackensack southward to Little Ferry Borough in Bergen County.

The low bid was submitted by the P. T. & L. Construction Co., of Paramus.

The new section of River Street will start at its present dead-end at Lafayette Street and be constructed southward, parallel to Hudson Street, for 1.2 miles to a point just past Backiel Street where it will merge with Hudson Street.

A Highway Department spokesman said the new extension will take some of the traffic load off Hudson Street, which is the main artery between Hackensack's business center and Route 46 to the south.

Project plans show the new section will be a 46-foot wide roadway containing four traffic lanes and concrete curbs. Riding surface will be a two-inch thick covering of bituminous concrete supported by a three-section base fifteen inches thick.

The project, scheduled to be completed within 120 working days, comes under the Federal Government's program for financial aid to secondary roads. Bergen County and the Federal Bureau of Public Roads will equally share all costs.

The State Highway Department acts in an advisory capacity, reviewing plans and specifications, receiving bids, awarding the contract and inspecting the work.

All bids will be reviewed by State and County highway engineers before the contract is awarded. (more)

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1961 RIVER STREET - BIDS Hackensack - Little Ferry Bergen County

Other bidders on the contract were: Franklin Contracting Co., Little Falls, \$544,132.90; P. Michelotti & Sons, Saddle Brook, \$481,167.54; J. F. Chapman & Son, Hillside, \$591,529.00; Conduit & Foundation Corp., Philadelphia, \$611,470.25; Scaletti-Knowles Inc., Pompton Lakes, \$581,004.75; George M. Brewster & Son, Bogota, \$560,344.45; Samuel Braen's Sons (Hawthorne Division) Hawthorne, \$510,212.72; Mal-Bros Contracting Co., West Caldwell, \$521,263.62.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1961
BRIDGE PAINTING - BIDS

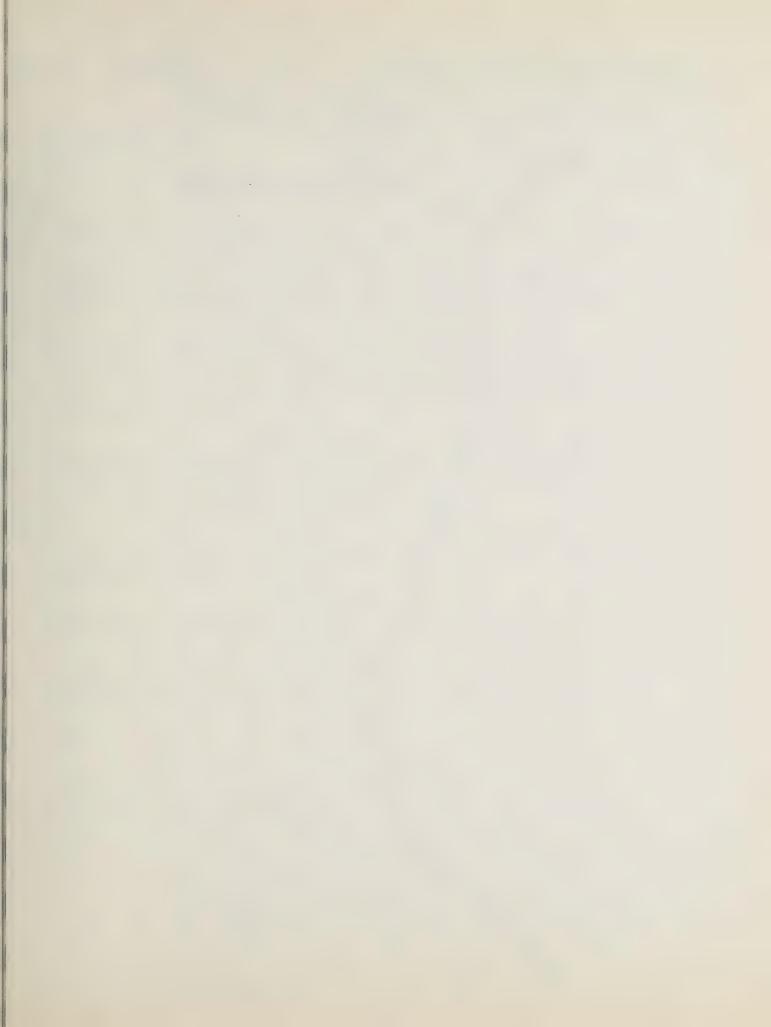
Trenton, Feb. 23 - The New Jersey State Highway Department accepted a single bid today on one of eight contracts for painting bridges in the State highway system.

The single bid, for \$51,440, was submitted by the J. I. Hass Company, Jersey City, on the contract for painting the bridge that carries Truck Route 1 over the Passaic River in Kearny and Newark, Hudson and Essex Counties. It will be reviewed by State Highway engineers before any decision on award of a contract is reached.

Bids submitted on the other seven jobs were not considered because they did not meet qualification requirements. The remaining seven contracts will be re-advertised for bids within the next few weeks.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURS. P.M. FEBRUARY 23.



TUxedo 2-3000 - Ext. 431-432

1961 INTERSTATE ROUTE 80 - ADV. Hackensack River Bridge Bergen County

Trenton, Feb. 23 - The New Jersey State Highway Department today advertised for sealed competitive bids March 16 on construction of the superstructure of the Interstate Route 80 bridge over the Hackensack River in Bergen County.

The bridge is within the six mile stretch of Interstate Routes 80 and 95 which will make up the Bergen-Passaic Expressway between the George Washington Bridge and Route 17 in Lodi.

The steel superstructure will be placed on foundations now being constructed under a \$2.7 million contract awarded early in January.

The superstructure will in turn support the bridge's concrete roadway deck, to be constructed under a future contract.

The 1,800-foot long structure will extend from Railroad Avenue in Ridgefield Park to River Street in Hackensack. It is part of an overall 2,400-foot bridge-and-approaches project extending from First Avenue in Ridgefield Park to Hudson Street in Hackensack.

It will pass over the New York Central West Shore and the New York Susquehanna & Western Railroads in Ridgefield Park. Over the river the center span will be 190 feet wide and 50 feet above mean high water level.

Foundations for the bridge, being constructed under the first contract, consist of steel piles sunk 30 to 40 feet through the earth to bedrock. Reinforced concrete piers will then be placed on the piles, and the steel girder superstructure placed on the piers.

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1961 INTERSTATE ROUTE 80 Hackensack River Bridge Bergen County.

Completion is scheduled for October, 1962.

Other Bergen-Passaic Expressway projects in the Route 80 portion include a \$2.7 million bridge over the Passaic River between Paterson and East Paterson; clearing the route's right of way between the Passaic River and the Garden State Parkway in East Paterson; and installing sand drains at Green Street in Teterboro at a cost of \$930,000.

Within the Interstate Route 95 portion of the Expressway seven construction projects are underway - A \$10.9 million interchange adjacent to the George Washington Bridge in Fort Lee, and a \$1.5 million project for overpasses at Broad and Grand Avenue, and a brook flume in Leonia.

Between the Erie Railroad and Teaneck Creek 4 million feet of vertical sand drain columns, costing \$6.7 million are being installed to stabilized meadow areas to receive roadway embankments.

Between Teaneck Creek and Teaneck Road, 1,300,000 cubic yards of unsuitable material in the roadway area are being removed at a cost of \$837,000. A building demolition project between Teaneck Road and Railroad Avenue in Ridgefield Park is nearing completion.

A \$7.9 million project was started in November to grade a 2.4 mile section between Route 4 in Fort Lee and Teaneck Road. A low bid \$3.7 million for constructing a viaduct to carry Route 95 over the Erie Railroad to the Grand Avenue overpass was received by the Department January 26.

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1961 INTERSTATE ROUTE 80 Hackensack River Bridge Bergen County.

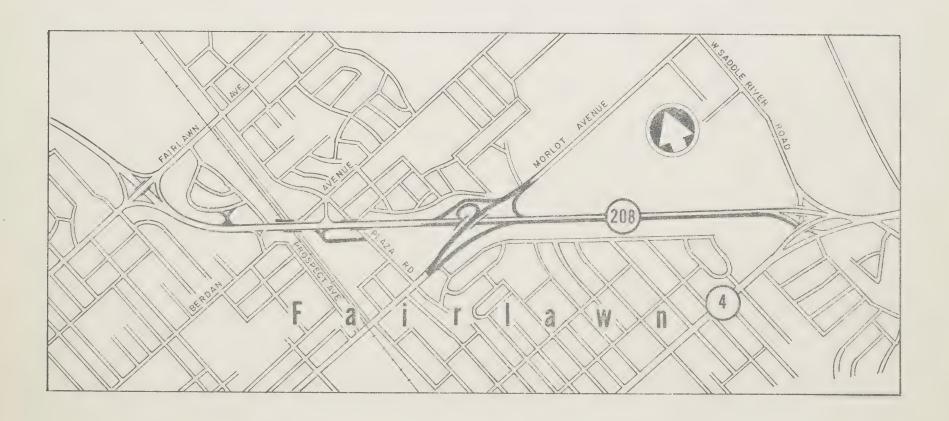
Total cost of the six miles between George Washington Bridge and Route 17 is estimated at \$65 million. It comes under the 41,000 mile network of Interstate routes linking major metropolitan areas in the United States. Ninety per cent of all costs will be paid by the Federal Government.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURS. P.M.



TU x ed o 2 - 3000 - Ext. 431 - 432

ROUTE 208 - HEARING Fairlawn, Bergen County

Trenton, Feb. 16 - The New Jersey State Highway Department today announced a public hearing March 8 on two proposed Route 208 traffic interchanges in Fairlawn, Bergen County.

The hearing, starting at 10:30 A.M. in the Council Chambers of the Fairlawn Municipal Building, Eleventh and Gardner Road, involves construction of a major interchange at Morlot Avenue and a smaller traffic link at Northern Drive.

The Highway Department's plans call for building an overpass to carry Morlot

Avenue over Route 208 and a full set of ramps that would connect the local street

with the highway's westbound roadway. Another ramp would connect northbound

Morlot Avenue with Route 208's future eastbound roadway which will lead to Route 4.

(Southbound Morlot Avenue traffic heading for Route 4 uses West Saddle River Road.)

The proposed ramp to westbound 208 and Northern Drive is a simple two-way connection.

Two additional projects to be constructed as part of the future overall project will also be mentioned at the meeting - a connecting ramp between Plaza Road and westbound 208, and a mile-long section of eastbound roadway to be built from Morlot Avenue to Route 4. A Highway Department spokesman said these additional projects will not be discussed as part of the hearing itself because they lie within State-owned right-of-way limits.

Projects already completed by the Department have made Route 208 a continuous 2-lane facility for nine miles from Route 4 at Fairlawn to Colonial Road in Franklin Lakes.

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1961 ROUTE 208 - HEARING Fairlawn, Bergen County

A \$1 million project involving construction of interchanges at Russell Avenue,

Cedar Hill and Grandview Avenues is nearly completed. An interchange at Summit

Avenue is open to traffic.

Work on a \$198,000 bridge to carry Route 208 over the New York Susquehanna & Western Railroad in Franklin Lakes is due to start soon and extension of the highway another 1.3 miles north to a direct connection with U.S. Route 202 is expected to get underway this summer.

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